

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 2.

LONDON, SATURDAY, SEPTEMBER 5, 1835.

Price 7d.

THE MINING JOURNAL AND COMMERCIAL GAZETTE.

FROM the peculiar nature of this Publication, and the channels through which it circulates, unusual facilities are afforded of giving publicity to Advertisements connected with the Mining and Commercial Interests.

TERMS OF ADVERTISEMENTS.

Not exceeding 6 lines 5s.
..... 10 6s.
Every additional 5 1s.
Office—12, Gough-square, Fleet-street, London;

Where Advertisements and Communications for the Editor are requested to be sent.

AGENT IN CORNWALL.—H. GRYLLS, Ticketing Paper Office, Redruth.

LONDON AND GREENWICH RAILWAY COMPANY.

Incorporated by Act of Parliament, 1833.
SIXTH & FINAL CALL of £4. on each £20 Share.

NOTICE is HEREBY GIVEN, that the Directors of the Company have made a CALL of FOUR POUNDS per Share, to be paid to the Treasurer, Matthias Attwood, Esq., M.P., at Messrs. Spooner, Attwood, and Co.'s, No. 27, Gracechurch-street, London; or to the Bank of Manchester, at Manchester, on or before the 7th day of October next. Should the call not be paid by that day interest will be charged at the rate of 5 per cent. per annum, to the time of payment.—By Order of the Board, GEORGE WALTER, Secretary.

DEPTFORD PIER AND IMPROVEMENT COMPANY.

INCORPORATED by Act of Parliament, 5 Wm. 4, ch. 13.
The several holders of deposit receipts for shares in this Company are requested to leave the same at the office of the Company, 17, Cornhill, on or after the 14th day of September, and not later than the 1st day of October next ensuing, in order that the same may be exchanged for certificates in pursuance of the said act.—By order of the Directors, C. BARLEE, Sec. Deptford Pier-office.

EAST WHEAL STRAWBERRY TIN AND COPPER MINING COMPANY.

NOTICE IS HEREBY GIVEN to the Shareholders in the above Company, that the SECOND INSTALLMENT of £1. per share became DUE on the 7th instant, and they are accordingly requested to pay the same to Messrs. Vere, Sapte, Bamford, and Co., Bankers, 77, Lombard-street, and to bring their receipts and certificates to the Office of the Company, 1, Cushion-court, Old Broad-street, that the payment may be noted thereon. All shares on which the above instalment is not paid on or before the 7th September next, will be liable to be forfeited, conformably to the conditions endorsed in the Scrip certificate.—By order of the Directors, HENRY THOMAS, Secretary, 1, Cushion-court, Old Broad-street, Aug. 19, 1835.

TO ADVENTURERS AND OTHERS,

CONCERNED IN LEAD AND OTHER MINES PRODUCING SILVER ORES.

THE TREGOZHAN CONSOLS SMELTING COMPANY beg to inform the Public, they are now ready to receive SAMPLES, and to purchase ORES of the above description. Applications and Samples addressed to CAPT. PENFRASE, Tregozhan Consols Mines, near Truro, will be duly attended to; if sent by post, the postage must be paid.—Tregozhan Consols Mines, August 10, 1835.

VALUABLE TIN MINE AND MACHINERY FOR SALE.

TO be SOLD by PRIVATE CONTRACT, the whole of the well known and eligible TIN MINE, called NOOY REETH, in the parish of St. Just, in Penwith, in Cornwall, with the STEAM ENGINE and other Machinery and Materials thereon. The Mine, which is in the midst of several valuable Tin lodes, is in an effectual course of working, and the cause of the intended sale is wholly unconnected with the present state thereof. For particulars apply (free of postage) to WILLIAM CORRY, Esq., of Marazion, (one of the principal owners), and for a view to the Agents thereon.—Marazion, 20th August, 1835.

VALUABLE MINE PROPERTY.

TO be SOLD, by Mr. H. GRYLLS, Redruth, the following SHARES IN MINES, &c.

One-80th, LEVANT. One-128th, EAST COOL.
One-64th, SOUTH WHEAL BASSET. One-100th, WHEAL THERIDY.
One-128th, TRESAVAN. Ten-500ths, WHEAL CAMBORNE.
Five-128ths, EAST WHEAL ROSE. Two-128ths, SOU TOLGUS.
One-64th, PENTEWAN STREAM. One-80th, WHEAL ELLER.
Works. Two-64ths, WHEAL TOLOUS.

Also one undivided Moiety of the Bounds Right to line and Stream Tin, in and throughout an extensive tract of the Ming District in Cornwall, viz., from North Downs Mine northward, Mawley, from thence in the line of the valley leading to Northward, far as the Adit Stamping Mills, and from thence Southward through the Moor, including the valley on both sides, and extending upwards of three miles in length.—All letters must be post paid.

N. B.—The advertiser has just published, price 2s. 6d. of his Annual Mining Sheet, containing useful information to be connected with Mining or the Copper and Tin Trades.—Nos. 1, 2, 3 also on sale, and the "Synopsis on Mining."

BOROUGH of MARYLEBONE GAS LIGHT and COKE COMPANY.

W. A. Mackinnon, Esq. M.P. John Was Esq.
H. Moreton Dyer, Esq. Colonel J. Alexander.

DIRECTORS. C. A. Ha Esq.
Colonel Hoole.
G. S. Frederick, Esq. C. Wing.

Auditors—Mr. Finney, Mr. Walter Evans, Mr. Lewis.
Bankers—Sir Claude Scott, Bart. and Co., Cash-square.
Solicitor—Mr. Cory. Engineer—Mr. J. Harlow.

Applications for prospectuses and shares are to be at the office of the Company, No. 306, Regent-street, where information respecting the Company may be obtained: if by letter post.

LEEDS AND LIVERPOOL CANAL AND DOUGLAS NAVIGATION.

NOTICE IS HEREBY GIVEN, that next General Assembly of the Company of Proprietors of said Navigation from Leeds to Liverpool will be held at the Warehouse in Liverpool, in the County of Lancaster, on FRIDAY, 14th day of September instant, at Eleven o'clock in the Forenoon, and where the Proprietors, by themselves or their proxies, are read to attend.—Dated Bradford, Sept. 1, 1835. SAMUEL HAILS Law Clerk.

RELISTIAN MINING COMPANY. £30,000, in 10,000 Shares of £3 each. Deposit £1. Application for Shares must be made on or before the 14th instant, addressed to the Secretary at the Company's Office, No. 15, Great St. Helens, Bishop Street, where the Prospectus and Plan of the Mine may be had.

PRESTON AND WYRE RAILWAY AND HARBOUR COMPANY.

INCORPORATED BY ACT OF PARLIAMENT, 1835.

London Office, 26, Cornhill.

CAPITAL, £130,000 IN 2,600 SHARES, £50 EACH.—DEPOSIT, £1.

DIRECTORS.

P. HARRIS FARRER, Esq., M.P. Chairman.
The Hon. HENRY THOS. STANLEY, M.P. Deputy Chairman.
BIRLEY, THOMAS, Esq., Merchant, Kirkham.
BROCKHOLLS, T. F. Esq., Churchman, M.P. Chorley.
HARRISON, DANIEL, Esq., Pastor, M.P. Chorley.
HARRISON, RICHARD, Esq., Banker, Preston.
HOBBS, WILLIAM HENRY, Esq., Merchant, Blackburn.
HOBBS, SAMUEL, Esq., Jun., Preston.
PALSY, JOHN, Esq., Merchant, Preston.
PARRY, THOMAS, Esq., Merchant, Preston.
POSTLETHWAITE, WILLIAM, Esq., Banker, Chorley.
SWAINSON, C. Esq., Jun., Merchant, Warrington, Preston.
WILSON FRANK, T. Esq., Hawthorn, Chorley.

LONDON COMMITTEE.

BROTHERS, JOHN, Esq. WATSON, GEORGE, Esq.
NEAVE, RICHARD, Esq. WYRE, THOS. HENRY, Esq.

BANKERS.

Messrs. PADDEN, FARRER, and Co., Preston.
Messrs. SPOONER, Attwood, and Co., Gracechurch-street, London.

ENGINEERS.

GEORGE LAMOND, Esq., Secretary and Clerk to the Company.
OSWALD ALLEN, Esq., 27, Bedford-street, London.
ASSISTANT SECRETARY.
THOMAS DRAKE, Esq.

THIS RAILWAY, which is intended for the purpose of general traffic by means of Locomotive Engines, will connect the large rising manufacturing town of PRESTON with the extensive, easy, safe, and commodious Harbour called the WYRE. Its extreme length will be 19½ miles, with an inclination no where exceeding 7 feet 6 inches in a mile, and that only along an extent of four miles. The nature of the country, likewise, from PRESTON to WYRE, is particularly favourable to the construction of a RAILWAY.

The promoters of the undertaking, by affording a cheaper, safer, and more expeditious means of transit than those now furnished, consider themselves justified in calculating upon securing the traffic that at present exists between Preston and the Sea, which even at the low prices proposed to be charged by the Company, would afford a return of 20 per cent. on the Capital. Experience has shown that a considerable increase has already followed the completion of such undertakings. The distance from Preston to Manchester, by the Preston and Wigan Railway, is 37 miles—to Liverpool 38 miles—and Warrington 27 miles.

Had the Directors been disposed to indulge in calculations on the prospects which the opening of this new commercial channel may promise in the course of a few years, considering the enormous difference that will exist between the Harbour Docks of Liverpool and those of Wyre, they might fairly calculate upon supplying a large number of the manufacturing towns in the interior of the country, more especially those to the east of Preston; and that as soon as a Railway shall extend, as it is proposed, from the Irish Channel to the German Ocean, even the Town of Kingston-upon-Hull will traffic to the Wyre, through Preston, as the most convenient and more economical channel leading to all the western parts of the world, and via with Liverpool as a commercial port. The Irish ports, north of Dublin, have already seen the advantages of opening the Harbour will make for the introduction of Irish produce, and warmly support the Bill in its progress.

Under the Act of Parliament obtained, the Company is enabled to accept of Dues on all Vessels entering the Harbour of Wyre.

LONDON and BLACKWALL RAILWAY and STEAM NAVIGATION DEPOT COMPANY.

The Survey and Plan executed under the direction of George Stephenson, Esq., of Liverpool. Capital £400,000, divided into 8,000 shares of £50 each. The object of the undertaking is to construct a railway from the neighbourhood of Algate church to Blackwall, with branches to the East and West India Docks, for conveying goods from the West and East India Docks; the conveyance of passengers to and from the Docks and Blackwall; for making a depot for steam packets to embark and disembark passengers at Blackwall; and the landing of coal at the Blackwall depot at all times of the tide.

Applications for shares to be made to the bankers, Messrs. Ladbroke, Kingscote, and Co., Bank-buildings to the Secretary, at the Railway Offices, 16, Bishopsgate-street within; or to the Solicitors, Thomas Browne, Esq., 13, Road-lane, Fenchurch-street, and Messrs. Harvey and Wood, 43, Lincoln's Inn-fields, which will be submitted to the Directors for their approbation and allotment. C. H. WINFIELD, Sec. Railway Offices, 16, Bishopsgate-street within.

RAILWAY between ALTONA, HAMBURG, and LUBECK.

(subject to the consent of the King of Denmark, and the sanction of the Hanseatic States of Hamburg and Lubeck).—Capital £300,000 in 15,000 shares of £20 each. Deposit 10s. per share.

PROVISIONAL COMMITTEE.

Wolverley Attwood, Esq. H. W. Mertens, Esq.
George Boddardale, Esq. Isaac Nicholson, Esq.
J. G. Doran, Esq. Charles Perkins, Esq.
Wm. Ormsby Gore, Esq., M.P. Augustus S. Perkins, Esq.
Richard Heathfield, Esq. Henry John Rucker, Esq.
J. L. Heathorn, Esq. J. C. White, Esq.

A nearly straight line for the above purpose, connecting Altona, Hamburg, and Lubeck, has been surveyed, by which an easy communication would be effected between England and all places in the Baltic. The distance would not exceed 40 miles; the gradients would in no case be more than 1 in 500, being highly favourable for the application of locomotive power.

Five hundred and thirteen principal merchants and other influential persons at Hamburg, and 130 persons of similar character at Lubeck, comprehending members of the respective Senates, have signed declarations of their intention to support this measure upon a Company being formed to carry it into effect.

One half of the shares to be subscribed for on the Continent, and one half in England.

General Agent on the Continent.—Mr. Emil Müller, Lubeck.
Bankers in London.—Messrs. Spooner, Attwood, and Co., Gracechurch-street; Messrs. Wright and Co., Henrietta-street.

Hamburg.—Messrs. Westphalen and Rist.

Lubeck.—Mr. N. H. Müller.

Solicitors.—Messrs. I. and S. Pearce, Phillips, and Bolger, St. Ewin's-lane, London.

Secretary, Mr. J. H. Pollock, 8, Basin-street.

Applications for shares may be addressed to the Committee, at the office of the Secretary.

BRITISH TIN MINING COMPANY.

IN pursuance of the power vested in the Directors of the Association, they do hereby make a CALL of TEN SHILLINGS per Share, and request the same may be paid into the Bankers' of the Company, Messrs. Stone, Martins, and Stone, on or before Saturday, the 6th of September, 1835. On producing the Bankers' receipt, together with the scrip shares, at the office of the Company, 22, Crutched Friars, the instalment will be endorsed thereon. JOHN SANDERS, Sec. 22, Crutched Friars, Aug. 19.

IMPROVED COAL-MARKET TABLES, for ascertaining the Value of any quantity of Coals at any Price. Also Discount and Storage Tables. By WILLIAM DRAKEWELL, Accountant. In a pocket volume, in cloth boards, price 5s.—Edinburgh Wilson, Royal Exchange.

THE MINING REVIEW.

Just published, price 5s.

CONTENTS.—ORIGINAL COMMUNICATIONS.

- I. On Mining Companies.
- II. Descriptive Notice of the Consolidated and United Mines.
- III. Comparative View of Celebrated Mines in Europe and America.
- IV. Parallel between the British and Continental Methods of Copper Smelting.
- V. On the Geological Position of Rocks, and on the Separation of Gold from the Ore at Congo, in Brazil.
- VI. On the System of Amalgamation pursued at the Hacienda of San Pedro Nolasco, in Capulapam.
- VII. Address.
- MISCELLANEA.
Hayle Railway.—Formation of Mountains.—Colliery at Monkwearmouth.—Depth of Mines.—Steam Power in Cornwall.—Geological Appearance at Lowell, U. S.—Topas in Ireland.—Mining Labourers in Mexico.—Gold in the United States.—Deposit of Strata by Rivers.—Decomposition of Silver Ore.—Formation of Ground Ice.—Gold Mines in Virginia.—Land-slip near Larn.—Gold Workings in Wicklow.—Roasting of Copper Ores.—New Method of producing Heat.—Assaying the Ores of Manganese.—British Association.

NOTICES OF RECENT PUBLICATIONS.
"How to Observe" Geology, by H. T. de la Roche.—Geology in 1835, by John Lawrence.—A Guide to Geology, by John Phillips.—Geographical Facts and Practical Observations on the Formation of the Ashby Coal Field, by E. Mammatt.—American Journal of Science.—Address to the Public on Mining in Cornwall.

NEW COMPANIES FOR WORKING MINES.

East Cornwall Silver Mining Company.—South Wheel Leisure.—Cork Mining Company.—Bischo Bridge Mining Association.—Perran Consolidated Mining Company.—North Cornwall Silver, Lead, and Tin.—Kellwerris Consolidated Mining Company.—West Treavean Mining Company.—Wendron Royal Mining Company.—Mexican and South American Company.—Albion Copper Mining Company.—Kerrow Tin Mining Company.—Towedteague Tin Mining Company.—Tavistock Mining Company.—New South Hooe.—Rio d'Aneri Gold Stream Works Company.—Redruth United Tin and Copper Mining Association.—Royal Polberou Consols.—Union Gold Mining Company.—St. Hilary Copper Mining Company.—Hayle Consols Mining Company.—Alten Mining Association.—British Copper Mining Company.—Roche Rock Tin Mining Company.—Polbreen Tin and Copper Company.—East Wheal Strawberry.—Royal Copper Mines of Cobre.—Copiapo Mining Company.—Candonga Mining Association.—Enterprise Equitable Mexican Mining Association.—Pike Silver Mining Company.

PROCEEDINGS OF PUBLIC COMPANIES.

United Mexican.—Imperial Brazilian.—Brazilian.—Mexican.—Colombian.—Real Del Monte.—Bolanco.—Anglo Mexican.—Penoles.—British Copper.—English Mining.—Alten.—Imperial Mocabas.—St. John Del Rey.

CORRESPONDENCE FROM MINING DISTRICTS.

Together with an APPENDIX, containing Tables of Tin mined in Cornwall and Devon.—Weekly Sales of Copper Ore at ticketings.—Copper Ores purchased by the Copper Companies.—Produce of each Copper Mine in Cornwall.—Prices of Shares, &c.

London: Published by Simpkin and Marshall, Stationers' Court. Sold also by Hodges and Smith, and Curry and Co., Dublin; Bennett, Redruth; Heard, Truro; and Tratham, Falmouth; Treutell and Co., Paris; and Little and Co., Philadelphia, U. S.

COMMENTS OF THE PRESS.

"The Mining Review is not only replete with intelligence respecting the foreign Mining Associations, but also with various excellent details and remarks on every species of Mining in the British Dominions."—Literary Gazette.

"We unhesitatingly recommend the well-chosen and instructive contents of this number to the attention of the vast interests whose prosperity this journal honestly advocates, and zealously endeavours to promote."—Public Ledger.

"No person understands better than does its able editor, the social and political effects of geological and mineralogical pursuits; and few are so well qualified to clothe the knowledge of them in a language intelligible to every class of readers. The plates, showing the comparative depths of the different shafts of the Consolidated Mines, are fairly executed, and the work, as a whole, displays ability, industry, and accuracy."—Sun.

"We are glad to see Mr. English resume his work with an accession of so many able contributors; for the present number contains much more valuable and interesting matter than did any of its predecessors."—Falmouth Packet.

"We cannot conclude our notice of this Volume, without acknowledging the skill and industry which the Editor has displayed in arranging a immense mass of documentary matter into clear and intelligible statements of the proceedings of the South American Companies."—Cornubian.

A LETTER TO THE EARL OF FALMOUTH.

ON the present State of the Stannary Courts of Cornwall, and on the expediency of reviving and extending their Equitable Jurisdiction.—By FREDERICK HILL.

Helston: Published by John Roberts. Sold also by E. Lumley, Chancery-lane; and to be had of the principal Booksellers in Cornwall.

PHILOSOPHICAL MAGAZINE.

THE recent commencement of a New Series of this long-established Work, united with the ANNALS OF PHILOSOPHY and the EDINBURGH JOURNAL OF SCIENCE, and conducted by SIR D. BREWSTER, K.H., LL.D., F.R.S., L. & E., &c.

RICHARD TAYLOR, F.R.S., L.S., G.S., Astr. S., &c.
RICHARD PHILLIPS, F.R.S., L. & E., F.G.S., &c.

affords to such individuals and Societies as are desirous of possessing a monthly record of the progress of the Sciences a convenient opportunity of becoming subscribers. The great number of original communications from philosophers of the first eminence, together with records of the most recent discoveries, Notices of Scientific Works, and the Proceedings of Learned Societies, domestic and foreign, give a permanent value to the volumes of this Journal, which has long been quoted as a standard Work of reference by writers of all countries. The Editors, aware that an enlarged circulation would afford them the means of increasing the value of the Work, respectfully invite the support of those who can estimate how much the real advancement of knowledge depends, not merely upon popular and elementary compilations, but upon such works as afford a convenient vehicle for the speedy communication of the labours, discoveries, and deductions of those diligent cultivators of the sciences, who are distinguished by the devotion of their time and talents to the enlargement of the boundaries of knowledge.

No. 1 to 37, price 2s. 6d. each, to be had at the Office of the London Edinburgh Philosophical Magazine, Red Lion Court, Fleet-street; and of all booksellers.

On the 1st of September was published, No. 5, price Sixpence, with plan of the Newcastle and North Shields Railway, of

THE RAILWAY MAGAZINE.

CONTENTS.—The Great Northern Railway.—Relative merits of the Great Western and the Southampton Railway.—The London and Greenwich Railway.—The Newcastle Railway.—The London and Birmingham Railway.—A variety of Railway intelligence both at home and abroad.—Prices of Railway Shares.

Published by E. Wilson, 69, Cornhill, London.

TRANSACTIONS OF THE GEOLOGICAL SOCIETY

of LONDON, Second Series, Vol. III.—Part 3.
Sold at the Apartments of the Geological Society, Somerset House.

REVIEW.

A Letter to the Earl of Falmouth on the Stannary Courts of Cornwall, by FREDERICK HILL.

This is, perhaps, one of the most important publications connected with Mining which has issued from the press, treating on a subject of great interest, and one which involves in its consideration the rights of the Duchy of Cornwall. The establishment of an efficient local jurisdiction in a district like that of Cornwall, from the magnitude of mining operations in that county, and their daily extension, is imperiously called for, and Mr. Hill, in directing attention to the subject, writes with much force and ability.

"The nature of mining operations," he observes, "in the present advanced state of the science, requires, as essential to their existence, an immediate and inexpensive tribunal for the redress of injuries not cognizable in ordinary courts of law; and (though I am far from undervaluing the important functions of the steward of the stannaries) I shall at present entreat your lordship's attention exclusively to the expediency, if not absolute necessity, of a local court of equity, analogous to that of the vice warden, possessing jurisdiction over all minerals, and assimilating its practice, *mutatis mutandis*, to that of the Equity Courts at Westminster."

"The invariable mode of working mines in Cornwall by what are called sets or leases, granted to companies or partners (styled, from the great uncertainty attending their undertakings *coadventurers*), more or less numerous, requires a summary course of equitable jurisdiction for settling disputes and claims amongst themselves. Almost every sett or association of adventurers includes from twenty to thirty persons. The shares into which a mine is divided are seldom less than 64, sometimes exceed 1000 in number. Thus, at one time, the Wheal Vor Mine was divided into 1674ths. Perhaps the lord of the soil, as in that mine, has a share, in addition to the interest he possesses *quasi* lord: less frequently, neighbouring gentlemen may adventure, but the larger portion, by far, is usually in the hands of merchants and tradesmen, who look forward to the supply of materials, coals, timber, iron, gunpowder, &c. and balance the profit on these commodities against any possible loss in the speculation. Many of these are not individual firms; the purser and superior manager, or captain, also generally hold shares, and such is the result of this complicated framework of interests, that at almost every step where litigation arises, recourse must be had to a jurisdiction in equity. Injunctions to stay improper or piratical workings are constantly required. Decrees for vacating sets and other proceedings are called for, which, from their nature, admit of no delay."

"I need only refer to legal practitioners in the mining district for confirmation of the fact, that in copper mines cases frequently occur, in which merchants, having a claim on their coadventurers, abandon all right to a just debt, rather than accept the expensive and protracted measure of relief afforded by the equity courts at Westminster."

"The observation on supplies to mines is but too true, and has been felt seriously by the *out-adventurers*, to their cost. The system, however, must be exploded, and it requires only firmness on the part of the adventurers to ensure to themselves justice. A comparison, such as the columns of this journal will afford them, of the prices of materials, with those charged by the merchants at the mines with which they are connected, will enable the adventurer, whether resident in or out of the county, to judge of the fairness of the charges. To this matter we shall have again occasion to refer, and invite the co-operation of those who wish to see mining carried on with success—which can only be effected by economy. Mr. Hill proceeds—

"All classes, therefore, of persons, from the peer to the labouring tinner, resident in, or in anywise connected with the county, are deeply interested in the preservation and extension of the Stannary jurisdiction; and it is hoped that the question will now be taken up as one of an essentially public character, in which it will be improper to mix any personal or political considerations."

The writer then proceeds to show the antiquity of the Stannary courts, which he establishes by copies of ancient records, and narrating the progress up to the present time, illustrates his arguments by citing several proceedings in the courts of law and equity. After advertising to the late measure proposed by the Duchy, and the carrying of which into effect was confided to Sir Charles Lemon, being a bill for confirming the decrees, *past and future*, of the Vice-Warden, without extending the jurisdiction, or in any way remedying the evils so much complained of under the old system, Mr. Hill points out the course he should advise to be pursued. We must, however, close our notice for the present week, recommending, as we cordially do, this Letter to the consideration of all parties connected with the mines of Cornwall, and hope to have occasion to note the attention which the agitation of the question is so calculated to excite.

Railway Magazine for September.—The fifth number of this cheap and very useful publication is now before us, embracing every description of railroad intelligence, to which its pages are very properly confined, and will be perused with interest and advantage by all those who may have embarked in these undertakings. The enumeration of the several railways in progress, and the variety of information conveyed through the medium of this periodical, induce us to augur favourably of its success. The Great Northern Railway, the Hamburg Railway, London and Greenwich, London and Southampton, and the Great Western Railways, with many others, are treated upon in the present number. We have carefully examined the calculation at page 120, in which we have not been able to detect any error, and trust that the basis on which it is formed may be found correct. We invite the attention of practical men to contribute to the pages of this Magazine, so as to render it the focus of all intelligence, whether as regards the construction of railways, or the prospects of the several companies.

CORRESPONDENCE.

APPLICATION OF ATMOSPHERIC PRESSURE TO THE WORKING OF MINING MACHINERY.

To the Editor of the Mining Journal.

Sir, The establishment of a periodical based on the broad principle of "fair play and no favour," and devoted for the most part to matters connected with mines, should receive a cordial support from every one connected with, or who may feel an interest in, those important and valuable undertakings, and should in return be the instrument of affording publicity to information connected with new applications of scientific principles to the art. The *Mining Journal* professedly ranks the foremost in its lists. I therefore lose no time in employing its instrumentality to call the attention of parties interested in mines, possessing a combined knowledge of the theoretical principles and practical details of mechanics, to the introduction of a principle which has been applied in the neighbourhood of Dudley and Manchester to the performance of similar duties to those which would be required from it in Cornwall; and in every instance where its agency has been employed, it has produced a highly satisfactory and profitable result. Before proceeding further, it will be necessary to premise that few, if any, of the steam engines in Cornwall are worked to the utmost extent of their power, and that the application of the principle we advocate would in most instances be fully attained by bringing into operation the dormant or reserved power of the engine.

The principle itself is that of atmospheric pressure acting on a piston in an air-tight cylinder, in connection with an air pipe attached to an exhausting pump, the piston rod of which is set in motion by the steam engine. The action of the machine may be simply stated to be, the exhaustion of the air in the pipes and on the surfaces of the piston in the working cylinder, through the agency of the air pump, and the admission of air through a valve alternately open to admit it on each surface of the piston, and to emit it through the exhausting pipe: the valve acting in such a manner as to allow the upper surface of the piston to be pressed on at the time of there being a vacuum beneath or in the lower part of the cylinder, whilst a similar action would take place on its inferior surface by the shifting of the valve.

A variety of mechanical movements being commonly obtained by the agency of an ascending and descending piston, its application admits of no difficulty in this respect. The extent of the rarefaction may be easily ascertained by a barometrical gauge, and the consequent pressure on

every square inch of the piston determined. I have to add, while on this part of my subject, that no difficulty has been found in securing a pressure of 40 pounds per square inch, whilst the valve of the air pipe may be so regulated as to modify the pressure and consequent velocity of the machine. For the application of this principle we claim another and very important quality. The air pipe may be made almost of indefinite length, the exhausting pump remaining attached to the engine, whilst the working machinery may be many hundreds of fathoms distant, acting without the least detriment to its movements from the length of pipe and with the only necessary quality for being air-tight. It may therefore by a trifling expenditure in pipes be applied to the working machines or whims, to the stamping and crushing mills, and a variety of purposes which those conversant with mining will perceive at a glance. It may even be, as indeed it has already been, carried to a considerable depth underground, and may be applied to the draining of mines and other places where the usual pumping machinery cannot be conveyed, and where despatch is frequently an object of great importance.

It will have been perceived that this machine does not profess to be independent of a primary moving power; the waterwheel or the steam engine must still be called into action to exhaust the air cylinder, but the superiorities its use affords, are those of lightness and elegance in its appearance and construction, of compactness and convenience, of bringing within a small space the stamping and other operations (on which a heavy annual expenditure of carriage is usually attendant), and of application where other machinery would not be available, while it yields to none in permanent economy and durability.

I have been led into these remarks from no interested motives, but having been afforded an opportunity by its patentee, Mr. Hague, of Cable-street, Wellclose-square, of inspecting some machinery on this principle made by him for a gentleman in the city largely interested in Cornish mining, and seen it in full operation as applied to the working a stamping mill, I could not fail to perceive the great importance of its general introduction into mining operations; and it is with great pleasure I have learnt that it is about to be applied at several mines in Cornwall, and I expect ere long that the visible demonstration of the advantages derived from its use, will procure for it an introduction equal to its merits.

With every good wish for the prosperity of the *Mining Journal*,

I remain, Sir, Your very obedient servant,

September 2, 1835. SCRUTATOR.

To the Editor of the Mining Journal.

Sir,—The appearance of a Journal devoted to the interest of Mining affairs is a circumstance new in the history of the times; but it is an undertaking in which I trust you will receive a very liberal share of support and encouragement from the British public, more especially from that class which is so deeply interested in the subject. Mining operations, at the present moment, may be considered of immense interest, both to the friend of science and to the man of enterprise, to whom it opens an extensive field for the profitable employment of capital; and a Journal whose columns shall be devoted to the development of this interesting science, and the diffusion of that branch of knowledge so important to be understood at the present time, when so many new Companies are springing up, must prove acceptable to the public, and tend in no small degree to check that rash and unguarded spirit of speculation to which so many have fallen victims.

I assure you, Mr. Editor, I have long looked with anxiety for the appearance of a Journal devoted to the Mining interest conducted upon honest and liberal principles, and on which its friends and supporters might be enabled to repose the fullest confidence. Now it unfortunately happens that the greater portion of the public press either omit all notice of this branch of our commercial interest, or underrate the importance of the operations of those engaged in it; yet it is obvious to the superficial thinker that it is one of immense national importance, to say nothing of the temptation held out of large profits to the private or public adventurer. What, in fact, can be a subject of greater national importance, than to obtain increased facilities in the production of the precious metals? There is no doubt that many of our Mining districts have produced largely, but the present moment is one of peculiar fitness to make an extraordinary effort to effect an increase; and the circumstance of the advanced state of science, the improvement in machinery, the low cost of materials and labour, and the prospect of large profits, all combine to invite public attention and support to these undertakings.

The "Mining Journal," I trust, will devote its pages to the diffusion of the best information in this branch of science, at present so little understood, and thus prove a valuable corrective of the public feeling; it is undeniable that many of the speculations that have proved such destructive failures, and brought home to those engaged in them a large portion of anxiety, disappointment, and loss, have originated in the grossest ignorance or fraud. Too many of those schemes have been concocted by ignorant and designing men, while those victims have followed, blindfold, their representations, or rather misrepresentations, so that it may in the result be truly said, that which was begun in ignorance has ended in sorrow.

For the protection of the unwary I trust, Mr. Editor, you will not hesitate to direct attention to every scheme that bears a nefarious character, and expose with the fearlessness that becomes a public journalist the designs of those engaged in them; thus guarding the weak and credulous from the danger of being misled by ignorance or design. At the same time I venture to hope you will extend your protecting care to every speculation founded upon good principles and guided by prudence and just intentions. In short, I hope to see the "Mining Journal" a faithful mirror of the Mining interest, and a fair and impartial record of the proceedings and prospects of the various associations connected with it.

I am, Mr. Editor, your obedient servant,
Clerkenwell, August 26th, 1835.

T. S.

CORNWALL POLYTECHNIC SOCIETY.

We extract the following remarks from the report of the Committee of the Cornwall Polytechnic Society, to which body much merit is due, not only for the system observed generally with reference to their proceedings, but for the attention they have paid to mining operations; and more particularly, as in the present case, to matters affecting the practical miner. In lessening the unproductive labour of the miner, which impairs his physical energies without benefitting science or society, the interests of the mining adventurers are advanced by affording the means of that labour being applied for the benefit of his employer, and consequently to the advantage of himself.

We find, on reference to the report, that various awards were made for plans emanating from practical men, whereby the fatigue and loss of time attendant upon the present mode of descent and ascent in the mines, might be avoided. To Mr. Michael Loam, of the Consolidated Mines, and Capt. W. Nicholas, of Wheal Trannack, £10: 10s. each were awarded for the plans submitted by them; to Capt. W. Richards, of Wheal Vor, £4: 4s. with smaller sums to others.

Unproductive Labour.—Mr. Loam's plan, which gained the first prize, consists in attaching a rod by a parallel motion to a beam connected with the moving power, and giving it an alternating action in a shaft. Platforms are affixed to the rod at regular intervals, with corresponding ones on the shaft, the distance between them being equal to the length of the stroke. It is proposed that the men shall pass successively from the platforms on the rod to those on the shaft and back, till they are raised to the surface, or lowered to the bottom. The plan is described as admitting two rods alternating with each other; in which case the men might pass from one rod to the other, and a saving of half the time would be effected. Sufficient time for allowing the men to pass from one platform to another is provided by an eccentric motion connected with the moving power.

Captain Nicholson's plan is on the same principle as Mr. Loam's, with two rods working with reciprocating motion in a shaft, but without any co-ordination for allowing time to the miners for changing their position. Captain Richards proposes to have a car attached to the moving power, and to work it in a with a pair of cogged wheels; the platforms containing the men being suspended in such a manner that, on the breaking of the rope or chain, the action of the cogged wheels is stopped, and the car remains supported by them on the rack. Full descriptions of these three plans, illustrated by engravings, are given in the Report.

The following are the reasons given by the judges for preferring the principle of construction followed in the plans of Mr. Loam and Captain Nicholson:—

"We agree in deciding that less danger is to be apprehended from the passing of miners from one platform to another, than from the breaking of

a rope or chain. We are also of opinion that a greater number of men can be raised or lowered in a given time by the plan of the balanced rods, which also possesses the advantage of allowing the men to pass into the several levels of the mine without the stoppage of the apparatus."

A plan, differing from both of these, was proposed by Mr. John Phillips, of Halesowen, but not laid in sufficient time before the Committee to allow it to compete for the premiums, though from its simplicity and apparent practicability, and with a view to secure to the inventor the credit of the original plan, the Committee were recommended by the General Meeting to give a short description and drawings of it in the Report, which they have accordingly done.

"Mr. Phillips proposes the alternating action of two rods in a shaft, to which rods ladders are affixed, connected by chains to cranks attached to the centres of wheels, which may be put in motion by water or steam, the chains working in grooved wheels. The miners may pass from one ladder to the other at the termination of each stroke of the rods, which will take place when the cranks have arrived at their dead points, and their motion consequently gradually stops; sufficient time will thus be afforded by their changing their positions: by this plan any number of men might ascend and descend, meet and pass each other, without hindrance. Mr. Phillips calculates, by his plan, men may be raised at the rate of 100 fathoms in five minutes; that his apparatus need not occupy a greater space than 4 feet by 3 feet in the shaft; and that it is equally applicable to perpendicular and underlying shafts. He also proposes the introduction of some machinery, to provide a longer time for the stoppage when the cranks arrive at their dead points, and to equalize their velocity in the other parts of their revolution."

The Committee remark that "these plans, though capable of immediate adaptation to the Cornish mines, are no doubt susceptible of further improvements, which it is confidently hoped—the attention of the public being now drawn to the subject—will be applied, so as eventually to supersede the present dangerous system;" and they add, in a note, that "a premium of Ten Guineas is now offered by J. H. Tremayne, Esq., for the best available improvement on these plans."

The following calculation has been made of the amount of human labour expended in this fatiguing exercise; which places its great disadvantages in a striking point of view. Suppose a man to weigh 160 lbs.; in ascending 260 fathoms (the depth of the Consolidated Mines) in one hour, which is much below the average computation, he exerts a constant force equivalent to that required in raising 4,160 lbs. one foot in a minute, or rather more than one-eighth of a horse power; and supposing one-third of this force is expended in the descent, since a man could not continue such an exertion more than four hours, one-third of his whole physical strength is exhausted in going to and returning from his work. There are certainly few mines as deep as the Consolidated, and all the men do not work in the lowest levels, but those mines which give any considerable employment are generally worked to great depths:—one-fifth, therefore, may fairly be considered as the average proportion of labour so expended. This practice is attended with serious disadvantages to the miner and adventurer, who, according to the system of mining in Cornwall, are equally interested in the amount of work completed; and where a great number of men are employed the loss accruing to the latter must be considerable.

[To be continued.]

RAILWAYS.

Hayle Railway.—This work is now in active progress, with every prospect of completion at an early period. Its importance to the mining districts of Redruth, as connecting the ports of Hayle, Portreath, and that of Devoran, by its junction with the Redruth and Chacewater Railway, will, from the facilities of transport it affords, and consequent reduction in the cost of carriage, not only be felt by the mines in a productive state, and yielding large profits, but more especially by those, where, from the poverty of the ores, although in many instances abundant in quantity, the cost of carriage forms an item of magnitude. The number of tons raised from the mines on one line of the railway, comprehending a distance of thirteen miles, may be estimated at 80,000 tons annually, while the consumption of iron, coals, and timber on the mines may be taken at one-third that weight; the mining interests must therefore derive great advantage from the formation of this railway, as the cost of carriage by the Company must necessarily be reduced very considerably, and which we are given to understand will be a saving to the mines of from £15,000 to £20,000 per annum. One grand object, which will be achieved by the formation of this line, will be the facility of transport, and easy access to the several ports, doing away in a great degree with the monopoly which may be said at present to exist; as in coals alone the prices vary six shillings to eight shillings per wey at different mines, there being a tacit understanding between the merchants; whereas, did the various mines import their own coal, a saving of at least twelve to fifteen shillings per wey would in some instances be effected, as also on timber, iron, castings, and other materials required by the mines. The advantages likely to accrue to the mine-adventurers from the formation of this railway, perhaps, cannot be better evidenced than by the determined and vexatious opposition offered to it in the House of Commons by the merchants of Truro and Hayle on the Act being obtained for its formation. —*Mining Review.*

Railways in the United States.—The railroads in the United States extend to the length of 1,600 miles; the cost of forming which may be estimated at 9,000,000 of dollars. In New England a railway of three miles was constructed at Quincy, in Massachusetts, about 1826, at an expense of about \$11,000 per mile. Three railroads are now constructing from Boston: one to the manufacturing town of Lowell, a distance of about thirty miles; one to Worcester, about forty miles; and one, about the same distance, to Providence. These three roads, at an expense of about one million of dollars each, will be completed, in probability, in 1835. From Providence, a railroad was commenced in 1833 to Stonington, in Connecticut, a distance of about forty-eight miles; the expense of which is estimated at \$1,140,000. In the state of New York, the Hudson and Mohawk, the Schenectady, and Saratoga roads, are well known. The former, about fifteen miles in length, has cost nearly \$1,000,000; and the latter, twenty-one miles long, will have a cost, including everything, about \$297,000. A similar road has lately been established, and the stock taken up, from Troy to Saratoga, twenty miles, and which, it is said, will be finished in 1835, at an expense of \$300,000. A railroad from Harlem to New York is nearly complete. Farther west, in that state, a similar road is nearly finished, from Ica, the head of the Cayuga Lake, to Oswego, on the Susquehanna, fifty-nine miles, at an expense of about \$400,000; and a short road connecting Rochester with Lake Ontario.

The railroad between Schenectady and Utica was chartered in 1833, is now in progress and will, no doubt, be completed as soon as a road of that length and magnitude can be done. Its length is seventy-seven and a half miles, and estimated cost \$1,500,000.

The number passengers on the Mohawk and Hudson road, in 1834, exceeded the number between New York and Philadelphia, on the Camden and Amboy route more than thirty-three thousand; the number on the latter being only seen hereafter, one hundred and ten thousand. We would here remark, that the railroad from New York to Lake Erie, through Binghamton, so long in contemplation, has been lately accurately surveyed and found practicable, to strike the lake somewhere between Dunkirk and And, a distance of four hundred and eighty-three miles, the expense, a single track, being estimated at \$4,762,260.

The Camden Amboy railroad, sixty-one miles in length, is now completed, and the cities of New York and Philadelphia into the vicinity of each, the travel of five or six hours being only required from one city to the other. The cost of this road, including real estate, steam-boats, &c. with it, locomotive cars, wharves, &c., was about \$2,000,000. Number of passengers on this road, during the past season (1834) one hundred and ten thousand, and the gross income said to be \$300,000. This road is connected with the Raritan and Delaware canal. A road the manufacturing village of Patterson to New York, about sixteen miles, is nearly finished, but at what expense we have not ascertained. In addition to these, a road is now in progress from Jersey City, through Newark and Elizabethtown, to Brunswick.

[We are led to the pages of Chambers' Edinburgh Journal for the information conveyed in the preceding paragraphs extracted from a paper very drawn from the statistical work of Mr. Pitkin; and acknowledge we are bound in justice to that ably conducted periodical to do, the whom whence we gather our information, we are induced to express a hot our contemporaries will be equally liberal when extracts are from our columns. The above forms but a portion of the paper, to which we shall again refer for further extracts in our succeeding numbers.]

London and Greenwich Railway.—There are 541 arches now built, and upwards of 1000 in progress; more than 300 men being constantly employed on it. About two miles of a single line of Railway has

laid down, and the arches over the Surrey Canal completed. The most activity prevails in the neighbourhood of the Spa-road near Dock-

The following circular, signed by the secretary, Mr. Walter, has been submitted to the shareholders, dated 25th August, 1835:—
I am requested by the Directors, in communicating this their last call, to acquaint you that they have studied so to arrange the payment of each instalment, as to meet the various engagements consequent upon the completion of the purchase of property, and the erection of the Railway, with as little inconvenience as possible to the proprietors. That such has been the case will be obvious to those who have entered into the nature and the various details of the undertaking.

The works which Mr. Macintosh has contracted to complete are now proceeding with the utmost activity; an average number of between five and six hundred men being employed daily; and the purchase of the remainder of the property through which the Railway will pass is proceeding in a most satisfactory manner, affording the most pleasing anticipation of a speedy commencement of the running of the carriages now collecting at the Depot at Deptford.

The works already extend from Deptford to the Neckinger-road, and, again, from London Bridge to Bermondsey-street, leaving only the distance of about 200 yards to join and complete the main works from London Bridge to Deptford; and the value being fixed for a great part of the property not pulled down, it only remains for the legal forms of transfers to be executed to put the Company in possession of the whole of the ground to that extent.

It will be satisfactory to the shareholders to learn that from an examination of the cost of the works of which so large a portion is now erected, and the purchases effected of so much of the property, it is the opinion of the engineer and surveyors that the original estimates will not be exceeded; and that the value of property possessed by the Company, which they will have to resell, will, it is calculated, realize full if not more than one-fourth of the whole purchase-money, the disposal of which it must be obvious should not be proceeded with too precipitately.

It must doubtless be as gratifying to the proprietors generally as it is to the Directors of the London and Greenwich Railway, to know that most favourable reports have been published of the success which has attended similar short Railways recently opened, and which are now working with increasing advantage; and when it is considered that the population in the neighbourhood of the London and Greenwich Railway so far exceeds that of the towns adjoining the Railways alluded to, it may be fairly anticipated that the success will be in proportion.

The extension of the line to Croydon, and in all probability ultimately to Brighton, and other parts south of London, by a Branch from the Greenwich Railway, by other Companies, will afford a source of considerable revenue. The probable extension of the line to Gravesend, and the certain establishment of a handsome Pier at Deptford, to be connected by a Railway to join at the station in High-street, by means of which passengers may embark or disembark, and avoid the tedious and dangerous navigation of the Pool, to and from London, must also be regarded as circumstances highly favourable to this Company.

Liverpool and Manchester Railway.—Seventh Half-yearly Meeting.—The Directors reported a continued increase in the traffic as compared with the corresponding six months of last year. The receipts of the half-year ending 30th June, amounted to 89,474. 16s., and the expenses to 61,814. 6s. 2d., leaving a net profit for six months of 27,660. 9s. 10d. A dividend of 4s. 10s. per share for the half-year was resolved upon.—*Mechanics' Magazine.*

Railway Travelling.—In the week ending the 7th ultimo, no less than 14,588 passengers travelled the whole length of the line of the Liverpool and Manchester Railway. This is exclusive of the passengers going short distances, and of those proceeding by the Bolton and other Branch Railways. The following is the number of the passengers along the whole line during the first seven months of the present year: January, 26,572; February, 24,171; March, 26,880; April, 31,300; May, 35,118; June, 56,280; and July, 54,642: Total, 254,963. This number is also exclusive of short distances and Branch Railway passengers.—*Railway Magazine.*

THE PHANTOM MINER.

A TRADITIONAL FRAGMENT OF MINING HISTORY.
(By a Cornishman.)

In days of yore, long before dowsing was brought to perfection by Ned the Crowder, when the positions of lodes were ascertained by certain Will-o-the-wisp tokens which nightly danced along their backs, a spot which has since been excavated long and deep, to the tune of as many thousands profit as but few of our mines can boast, was particularly conspicuous for these phenomena. Our forefathers were not slow in recognising these auspicious omens; a "pare of tinners" was formed, "crosstins" were sunk, and a lode discovered, whose kindly propensities were deemed worthy of trial; its underlay was taken, and a line for bringing up an adit marked out with all the precision of which they were enabled unaided by our present unerring guide, the dial. These preparatory arrangements being effected after a day's fuddle at old Dolly Lob's brandy shop, where a quart of real moonshine might be had for a cock (i. e. a pound of candles), the adit was commenced; and, after a few months hard labour, and many days hard drinking, the lode was cut, and pronounced by "one and all" to be a "bra' keenly shade."

Notwithstanding a long range of air sollars carefully laid down, the air was now so dead that a shaft became absolutely necessary, which was sunk accordingly, a footway was set in it, and a "straight pulley" erected for drawing the stuff to the surface. On turning house on the lode, a "great floozan," or a "kindly gozzan" with now and then a stone of tin, alternately led them on to an immense distance. At length, however, their prospects were destined to be less cheering; the stones of tin dwindled into mere spots, the "kindly gozzan" was transformed into a "hungry caple," and the "g. cat floozan" wrung into a "tight branch" which soon dwindled into a mere leader, and ultimately a smooth wall only marked their course.

While their prospects wore this inauspicious aspect, one of the *pare*, who from certain peculiarities of character was better known by the name of Bramlan than any other, being first courted by night, after working some time, had his attention arrested by the sound of footsteps on the ladder, and a pick was also heard to clang against its sides. Was it relief? "The witching time of night" was certainly approaching, yet, measuring time by candles, relief it could not be. A faint glare of light now glimmered in the distance, which soon became more distinctly visible, and presently a portly looking miner appeared to view. Was it his comrade! No! 'twas a stranger! a stranger that appeared to be more anxious to pick an acquaintance with the level than with Bramlan. On he came, with slow pace and scrutinizing look; every branch that had struck off from the lode, every turn in the level, every spot of green flinture that stained its sides, and every drop of water that fell from its back, underwent a rigorous investigation. At length, having arrived within some fifteen or twenty fathoms of Bramlan, without ever confidingly to notice him, the stranger sat down, took the candle from his button, and some gads from his pocket, and, as if determined not to be left in the dark, nor to be beholden to Bramlan for a light, set up a standing candle at a convenient distance; he next took his piped pouch from his fob, and in a trice was puffing away as if cut and died might be had for asking.

"He might as well speak to a fellow and ask him to have a whiff," thought Bramlan, "but if he don't speak first I'm blithered if I do." The stranger having finished his pipe, took off his jacket and hat, seized his pick and gads and began to work, and such a brimman, Bramlan solemnly declared, in all his life he never saw. Rock flew rock fell in quick succession from his pick and gad, in fact such an immense heap of stuff was accumulating in the level that Bramlan began to entertain serious apprehensions of being made a prisoner in it; but just as he began to prepare for bolting, the stranger suspended his operations, "packed up his kit," and took his departure in the same manner as he came, sans cérémonie.

Bramlan now began to feel rather queer, and cursed his rash resolution not to speak to the stranger, a workman with whom he would have liked to smoke a pipe or "fight a cock;" but what was his astonishment, when on going out to survey the operations of this singular visitor not a vestige of them could be seen! The level, which a moment before he would have sworn was nearly dug together, remained untouched! Had this wonderful miner only pained himself on his disordered imagination in a dream? No; that could not be, for even then he saw him going up of the level, and listened to his departing footsteps until the sound was lost in the distance. Should he remain and resume his occupation? Not for worlds. Should he go up? He dare not, lest he come in contact with the man by this time he had positively set down for the devil. Yet, as he is not stay, he would venture out a little way, but no further than to get into sound of

his visitor's cloven foot. On he crept, with trembling limbs and palpitating heart, until reaching the ladder, he listened, and although for the moment no sound of the cloven foot could be heard, yet 'twas a dreadful night, the rain poured down in torrents, and the wind roared as if his satanic majesty directed the storm. But strange to say, by some means equally unaccountable with the other circumstances of that eventful night, the stranger with the cloven foot was now in his rear, and had as it appeared to be to proceed, there was no retreating, so on he went; with breathless haste he reached the surface, buffeted the storm, and without waiting to change, blessed his stars that he actually got out of the *Bal* and reach his home, without again coming in contact with the stranger.

Too much agitated to sleep, he passed the remainder of the night in relating his fearful adventure to his wife and seven; and early the next morning communicated it, with palpitating heart, to his comrades, stating at the same time his firm resolution never to set his foot in the *Bal* again. Time, however, having cooled his imagination, he so far yielded to the persuasions of his comrades as to venture down to show them where the stranger performed his astonishing operations. The spot being pointed out, one of the *pare* commenced working, and soon discovered a course of tin, from which, in a short time, he nearly filled the level in reality, a course of tin from which the neighbourhood derived immense advantages for many years, and from which the humble "Pare of Tanners" with their co-adventurers, acquired immense wealth.

This wealth being duly appreciated by some of them, they soon began to assume elevated positions in society, positions which their posterity still occupy in a manner at once creditable to themselves and beneficial to the community. While others of them, notwithstanding their shares of the immense monthly dividends, invariably found themselves in debt on their subsist: consequently, they parted with portion after portion of their interest in the concern till the whole was gone, leaving their descendants heirs only to a set of "Tanners' loats," and their own profligate propensities; which bequests they still retain, living like their ancestors from hand to mouth; starving, unless they get their subsist in the dinner hour, and their pay-day in the evening, and seeking no higher gratification than fighting their cocks, not for bottles of moonshine at old Dolly's, but for pots of *Killegwin* at those pests of the mining districts, the *Beer Shops*.

IMPERIAL PARLIAMENT HOUSE OF LORDS.

SATURDAY, AUGUST 25.—Several Bills were forwarded a stage, and others received from the Commons.

HOUSE OF COMMONS.—The Shannon Navigation Bill went through Committee. The CHANCELLOR of the EXCHEQUER observing that no advance should be made except upon estimate susceptible of proof.

The Islington Market Bill was brought up, with amendments from the Lords, which were agreed to.

The CHANCELLOR of the EXCHEQUER in moving for leave to bring in a Bill to suspend proceedings for recovering payment of certain instalments of the money advanced under the Acts for establishing Tithe Compositions in Ireland, observed that so long as there was any chance or hope that the great question respecting the Irish Church was likely to be settled by a satisfactory Act of the Legislature this Bill was unnecessary; but the Government having been foiled in that hope, he trusted that the measure would be considered a just one, and not inconsistent with the resolutions passed by that house, from one iota of which he was not disposed to retract.

Mr. WILKS and Mr. RUTHVEN approved of the Bill, as being discriminating and most constitutional. The motion was agreed to, and the Bill brought in, and read a first time.

The Lords' amendments to the Hereditary Revenues (Scotland) Bill, North American Association Bill, and Sheriffs (Ireland) Bill, were agreed to. Mr. EWART moved the appointment of a Select Committee to inspect the Lords' Journals, as regarded any proceedings on the Prisoners' Counsel Bill and the Capital Punishments Bill, sent to the Lords some three months ago, which was agreed to.

MONDAY, AUG. 31.—The Royal Assent was given by Commission to the Great Western Railway Bill, the Compensation Slavery Amendment Bill, the Exchequer Bills Bill, and several others.

The Islington Market Bill, with the Amendments as agreed to, was brought up from the Commons.

On the motion of the Duke of RICHMOND, the Recovery of Tithe Bill was read a third time. DUBLIN POLICE BILL.

Viscount DUNCANNON moved the second reading of the Bill, on which, an Amendment was moved by Lord FARRHAM, that it be read a second time that day three months. Lord DUNCANNON said that if satisfactory information was not received before Friday next, he would defer it till next Session. The Amendment, after much discussion, was withdrawn, and the Bill read a second time.

Lord LYNDRUST upon presenting a Petition from Debtors confined in Horsemerger Lane Gaol, praying their Lordships to pass the Imprisonment for Debt Bill, said that the measure required fuller consideration than could be given this Session.

HOUSE OF COMMONS.—Many Petitions were presented for and against the Municipal Corporations Bill.

Lord RUSSELL proposed the consideration of the Lords' Amendments. He first alluded to the Amendments regarding the governing bodies in Corporations, and declared that it was inconsistent with the principle of the Bill to retain any of the self-elective, or perpetual portions of those bodies; and that such amendments would lead to any thing but harmony and good government. Irremovable Town Clerks, he considered, must necessarily lead to discord in the Councils. He would propose, not the rejection, but the amendment of the election of the Town Council; namely, that one-third should be elected by the Council themselves, not for life, but for six years, and one half of the body to be afterwards chosen for three years. Instead of dividing into Wards where there were 6,000 inhabitants, he should propose that there be wards where the number was 9,000. He disagreed with the Amendments regarding the lists to be submitted to the Crown for Magistrates. With respect to the qualification he should not resist the Lords' Amendment, for he was satisfied that the principle must sooner or later make its way. The qualifications proposed by the Lords of £1,000 in some Boroughs, and of £200 in other Boroughs, excited his surprise, and he should therefore move an Amendment of this part of the Bill, to express his astonishment at the alteration in the preamble regarding common lands and property; and he desired from the Amendment preserving the right of Free-men to vote for Members of Parliament, but should not resist it. He, however, could not ask the House to sanction the Amendment declaring that no member of the Councils should present to livings except they were Members of the Church of England. He proposed they should first consider the clause regarding elections for life, and hoped that they might come to a satisfactory adjustment concerning the Bill, such as should advance the interests of the country, and not compromise the dignity of the House. Improvements there must be, and he wished them to be effected in the spirit of peace, and as far as he was concerned, he was ready not to press what others might deem extreme opinions.

Sir ROBERT PELL did not approve of all the Amendments of the Lords, though he thought that they were generally good, but he particularly complained of the Amendment authorizing elections for life, as they would not only promote monopoly, but create great ill will.

Mr. RUME said the Bill was completely altered, and it would be a disgrace to the House who sent it up, to adopt it, altered as it was. The People of England would not rest satisfied with the alterations, and he expected Ministers would not yield to them.

Mr. GROVE said if there be in this country two legislatures not agreeing in opinion, but in direct opposition, it did not become the dignity of the Representatives of the People to compromise their views. He would contend that when the measures of the reformed Commons House of Parliament were backed and sanctioned by the wishes of the People of England, there existed no power in the state which ought to, or indeed could permanently, control their measures.

Mr. EWART said he differed with unfeigned sorrow from the noble Lord as to the course he intended to pursue. He could not consent to abate his objection to the concessions proposed.

Mr. ROEBUCK said he was an advocate in the uttermost of democracy. He was of the people, he felt with the people, and was sent there by the people. He agreed that the interests of the Lords were incompatible with the interests of the People.

Mr. ROBINSON said he agreed in opinion with the noble Lord as to the inexpediency and gross impropriety of letting the present Town Clerks remain in the newly constituted Boroughs; but he should prefer passing the Bill this session, and deprecating all angry discussions which might endanger that fortunate result.

After some further desultory conversation the House proceeded to take into consideration the Amendments of the Lords, and further proceedings on which were adjourned.

The Tithe Instalment Suspension Bill was read a second time.

TUESDAY.—The Tithe Recovery Bill was read a third time and passed. The Musical License Bill was read a second time.

The Marquis of LONDONDERRY adverted to the Constabulary Force and other Bills regarding Ireland; and said that it appeared to him that the great object of all those Bills was to increase the power of one man, and that party with which he acted, in Ireland. His lordship complained of a letter appearing in the public papers, and signed "Daniel O'Connell," in which their lordships were accused of factious conduct.

Lord DUNCANNON said that Mr. O'Connell had nothing whatever to do with either of the bills alluded to by the noble marquis.

Lord HATHERTON said that one of the bills (the Constabulary Bill) was in his office for some months last year, and the sole reason for not introducing it was because it was believed that it might incur the hostility of that very gentleman alluded to by the noble marquis, whose power, it was insinuated, it was intended to establish.

The amendments of the Commons to the Oaths Abolition Bill were agreed to.

HOUSE OF COMMONS.—The House resumed the consideration of the Municipal Corporations Bill. Some of the amendments were rejected, and others, with verbal alterations, were agreed to.

The Shannon Navigation Bill was read a third time and passed.

A warm discussion took place on the question of the Irish Tithe Instalment Suspension Bill, after which the house adjourned.

WEDNESDAY.—Lord BROUGHAM postponed the third reading of the Abolition of Capital Punishments Bill to Friday.

The Arrestment of Wages (Scotland) Bill, and the Denmark and Sardinia Slave Treaty Bills were read a third time.

The Duke of RICHMOND brought up the fifth report of the Committee on Prison Discipline.

Lord PLUNKET alluded to the report of statements attributed to the Duke of Cumberland, in a newspaper of yesterday, at an Orange Lodge, at which the Duke presided. If such statements were made, he regretted that the noble Duke had not made them in that house.

The Duke of CUMBERLAND denied having used the language complained of towards the noble lord. What he had stated had no reference to the noble lord, but was a general statement with respect to his Royal Highness's determined adherence to those principles which he believed to be the salvation of the country and the support of the protestant religion.

Lord PLUNKET expressed himself satisfied.

Lord DUNCANNON moved that the registration of voters (Ireland) Bill be read a second time, and observed, that it would tend to assimilate the Irish to the present English system of registration.

The Earl of LIMERICK opposed further proceedings with the bill so full of novel legislation and difficulties at so late a period of the session.

Lord PLUNKET defended the bill, and urged the propriety of allowing it to go into committee, unless their lordships wished to reject it altogether.

An animated discussion then ensued, and it was eventually thrown out by contents 27, non contents 81, majority against 54.

HOUSE OF COMMONS.—Several petitions were presented against adopting the Lords' amendments to the Municipal Corporations Bill.

Mr. SINCLAIR observed that as much was said about "reform of the House of Lords," he should like to know what was thereby meant?

Mr. ROEBUCK said that he proposed to take away the *veto* now enjoyed by the House of Lords; and to provide that, in the event of a Bill having passed this house and being rejected by the Lords, that if such Bill again pass the Commons, it should become law, and gave notice that next session he should move for a bill to this effect.

Mr. HUME observed that he viewed the Lords as an irresponsible body, and therefore as being now in the way of good legislation; and that next session, he should move the appointment of a select committee to inquire into the number of the House of Lords—the qualifications and privileges of that house—and the constitution of the house.

Mr. CUTHBERT RIPPON gave notice that next session he should move for leave to bring in a bill to relieve the Archbishops and Bishops from their attendance in the House of Lords.

The house resumed the consideration of the Lords' Amendments to the Municipal Corporation Bill, Lord John RUSSELL giving notice that, though he should not propose to disagree to the Lords' amendment regarding Corporations' common lands, he should to that part of the preamble which declared legislation on such matter to be "unjust."

Many of the amendments, some with verbal alterations, were adopted.

Mr. C. BULLER on an amendment regarding the recovery of tithes, said that, though he acquiesced in it, he did not give up the intention of requiring eventually that the people should have the bill in all its integrity.

Mr. SCARLETT wished the house to bear in mind this declaration, that the present measure was not viewed as a final one.

Lord John RUSSELL, on the qualification clause, proposed an amendment to the effect, that in the event of the party not continuing qualified during the time of remaining in office, the penalties should be deemed to be incurred, which was carried by a majority of 165 to 56.

Other amendments were afterwards disposed of, as were the schedule, with some restorations. The Lords' amendments having been gone through, a committee was appointed to draw up reasons for the conference with the Lords, setting forth why certain amendments of their lordships were not adopted by the Commons.

The Seasonal Addresses were then proposed and adopted.

THURSDAY.—An amendment on the motion of the Music and Dancing Bill, that it be read a third time that day three months, was carried. Lord LYNDRUST expressed surprise that ministers had adopted no further proceedings on the "Irish Church Bill." In not proceeding with it, and returning it to the other house, great calamities would fall on the whole of the Protestant Clergy of Ireland, and consequently a heavy responsibility would rest on the government. Lord MELBOURNE in admitting the evil that must result to the clergy from the failure of this bill, denied that the responsibility rested with ministers; it attached to their lordships for their vote upon that bill. The Duke of WELLINGTON observed that the bill consisted of two parts; one relating to tithes, which had received their lordships' support; the other proposed the confiscation of 608 benefices, and had been opposed by a large majority. If the ministers wished to destroy the protestant establishment in Ireland, let that be declared in a distinct bill, but not to destroy the church under the cover of promoting a tithe measure. The Marquis of LANSDOWNE submitted that the bill was calculated to sustain and advance, and not to confiscate and destroy the Irish Church; but that after the vote, rejecting a most important portion of the bill, the ministers could not consent to proceed with it. The Earl of ROSES condemned the stopping of the bill, because it had not been passed exactly as it was presented by the ministers. Lord BROUGHAM maintained, after the vote to which their lordships had come, rejecting a portion of the bill, the ministers had no other alternative left them than to abandon the bill. The conversation on this matter having terminated, Lord BROUGHAM introduced, agreeably to notice, a bill for the consolidation and amendment of the law of marriage. His lordship spoke at some length in illustration and support of this measure. The CHANCELLOR of the EXCHEQUER and other members, presented from the Commons, the Consolidated Fund Bill (having the "Appropriation Clause").

Lord J. RUSSELL appeared at the Bar, and requested a conference, to present "reasons" for disagreeing to various amendments of their lordships in the Municipal Corporations Bill.

On the motion of Lord MELBOURNE a conference was agreed to, and he moved that various Lords (naming them) be appointed to manage it; amongst whom were the Duke of WELLINGTON, Lord LYNDRUST, and Lord BROUGHAM, who begged to decline. Lord ELLENBOROUGH held that it was irregular to decline the duty. Lord HOWLAND declared, as the proposition had only been moved, not adopted, that he considered those Noble Lords to be justified. The Lord President stated to the House that they had received the "reasons" from the Commons. It was then ordered that the said "reasons" be printed, and taken into consideration on Friday.

HOUSE OF COMMONS.—Mr. ROBINSON presented petitions against change of the timber duties, from Montreal and from ship-owners of London. The CHANCELLOR of the EXCHEQUER moved the third reading of the Consolidated Fund Bill with the appropriation clause, which was read a third time and passed, and the Chancellor of the Exchequer immediately carried it to the Lords. Lord J. RUSSELL presented the report of the Committee appointed to draw up reasons for having disagreed to several of the amendments introduced by the Lords into the Municipal Corporations Bill. (Agreed to.) Lord J. Russell stated that he had delivered the reasons for the conference with the Lords to the Lord President of the Council, and other Lords appointed to manage the conference. Their lordships undertook to report them to their lordships' House. Mr. HENRY presented a petition, praying the House not to appropriate any portion of the

20,000,000L (awarded as compensation to slave-owners) to the Mauritius until inquiring into the alleged introduction of slaves there. Sir G. GREY said the facts were known previously to the grant, and that no slaves had been introduced since 1820.

FRIDAY.—Lord DUNCAN, in moving that their Lordships should go into Committee on the Dublin Police Bill, said he had communicated with the Dublin Corporation, whose interests were not affected by the Bill; His Majesty's Government in Ireland approved of the measure as one calculated to preserve the peace of the city of Dublin; when, after much debate, an amendment, that the Bill be committed that day three months, was agreed to without a division.

Lord BROUGHAM then rose to move the consideration of the Commons' amendments to the Patent Law Amendment Bill. A conference was held with the Commons, and the result was ordered to be printed.

After several other unimportant orders had been disposed of, Lord MELBOURNE moved that the House should proceed to consider the alterations made by the Commons in their Lordships' amendments to the Corporation Reform Bill. His Lordship expressed a hope that the amendments would be met in the spirit of conciliation. Lord LYNCHBURGH addressed the House at considerable length, and in his speech took a review of the alterations made by the Commons to the several amended clauses, to some of which he gave his assent, especially to that relative to Church patronage. Lord BROUGHAM was not satisfied with the alterations made by the Commons. Their last amendment to the qualification clause made the bill more restrictive in that respect than it was when it left their Lordships' house. The Duke of WELLINGTON was disposed to take the same view of the amendments of the Commons as his noble friend (Lord LYNCHBURGH); especially those which related to the aldermen. He still thought they should have remained for life. The point had, however, been given up, it appeared, by every one in the House of Commons, and he would say he was sorry for it. After some further conversation, the Commons' Amendments, to clause 99, were agreed to, with some verbal amendments. Upon clause 99, Lord ABINGER proposed as an amendment the introduction of certain words to vest the appointment of magistrates in the Crown, instead of making them elective, as proposed by the bill. Upon this proposition their Lordships, after some discussion, divided—For Lord ABINGER's amendment, 144; against it, 82; majority against the Commons' amendment, 62. Lord ELLENBOROUGH proposed to restore the number 6000, as that at which towns should be divided into wards, instead of 9000, as fixed by the Commons. For Lord ELLENBOROUGH's amendment, 79; against it, 33; majority, 46. The Earl of DEVON then proposed a clause making the appointment of town clerk an appointment for life, which he afterwards withdrew.

HOUSE OF COMMONS.—A new writ was ordered for Dungarvan in the room of Mr. O'LOUGHLIN, who has accepted the office of Attorney-General for Ireland.

Mr. CRAWFORD presented a petition from the Agricultural Society of Calcutta, praying for an equalization of duties on the produce of India with the rates charged on the same articles imported from the British Colonies in the West Indies, especially coffee and sugar. Mr. CRAWFORD referred to the regulations recently introduced with respect to East India produce, and complained that a provision relative to a certificate of origin, which it was impossible to comply with, had been introduced into the bill by the CHANCELLOR of the EXCHEQUER by surprise. The petition was received.

Mr. H. GRATTAN gave notice that he should early next session move that title in Ireland be abolished, both in name and substance.

The Lords' amendments to the Scotch Imprisonment for Debt Bill were taken into consideration and agreed to.

Mr. HUME then moved a string of resolutions, expressive of his opinion relative to the terms on which the West India loan was contracted for, which, after some discussion, were negatived. The several other orders and notices before the house, which were not important, were disposed of, and at a quarter past ten the house adjourned to Monday.

TO CORRESPONDENTS.

R. P. is informed that Ireland and her mineral resources will not be forgotten. "A Cornishman" has our best thanks. His traditional tale we hope is only the first of a series. Scrutator's communication on Improvements in Machinery is readily inserted. Our Falmouth correspondent next week. The Sales of Foreign Ores, as well as those of Ireland, with Tin ticketing, will be regularly given. We invite the correspondence of all parties, who, from the local advantages they possess, may have the means of communicating information of interest.

THE MINING JOURNAL

AND COMMERCIAL GAZETTE.

LONDON, September 5, 1855.

Purposing as we do to direct attention to mining pursuits whether at home or abroad, and to consider not only the results of capital already employed, but that embarked in the various mining companies lately formed, the operations of which are in most instances directed to mines in this country, we are induced to make the following observations.

Home is with us a first consideration, not only from the importance and extent of our mining operations, but from the interest we naturally feel in their success; and therefore it is that we shall first consider the prospects held forth by mines in this country, and the advantages attendant on the employment of capital in working them.

If we regard the most productive mines now working in Cornwall, we shall find, with few exceptions, that they are old mines, which, having been worked so far as science and the ability of the adventurers would admit (attention being directed solely to the richer portions of the lode) were abandoned some years since, but are now rendered productive from the system of economy observed,—the improvements of machinery,—and the perseverance and enterprise which mark the adventures of the present day. Illustrative of these remarks, and as taking some of the principal mines in the county of Cornwall, we may observe that Tresavean, yielding £50,000. per annum profit for the last 3 years, with every prospect of continued returns is the result of the skilful application of £6000. or £7000. upon the last resumption of operations. The Consolidated Mines yielding £30,000. to £40,000. per annum, in bringing which into a productive state, a sum nearly double that amount was expended, is another instance; and here we have a strong evidence of the benefits arising from perseverance. If we take the Camborne and Redruth districts which may be considered as having made more discoveries of magnitude during the past two or three years than any other, we may advert to North Roskear, South Roskear, East Wheal Crofty, Tin Croft, Carn Brea, South Wheal Bassett, East Pool, Wheal Seaton, and others, which have within that period been put to work.

At the mines of Carn Brea alone, the working of which has not been resumed three years, returns are now making at the rate of upwards of £20,000. profit per annum to the adventurers, whose advance of capital is already repaid; and from the discoveries which have been made, it now assumes the position of being, as a mine of profit and promise, not second to any in the county.

If we proceed towards Penzance, we find the Marazion Mines again giving not only produce but profits; Wheal Bolton, Wheal Fortune, and a range of some four or five miles in extent holding out fair promise. Again proceeding to the neighbourhood of Perranzabuloe and St. Agnes, we find the Great St. George, Wheal Prudence, Wheal Budnick, Wheal Kitty, and others, yielding profitable returns; and in the vicinity, those of Great Wheal Charlotte, Polberou Consols, the Perran Consols, and other new concerns, offering encouraging prospects to the adventurers.

Gwennappe, including the Consols, Wheal Jewel, and others, affords not only large profits to the adventurers, but illustrates our position. Proceeding towards Helston, we have the Mine of Wheal Vor, whose products of Tin Ore rendered it at one period one of the most important in Cornwall, as yielding nearly one-half the produce of that metal: while Great Work, Binner Downs, the Herland, and other mines are extensively worked, and preparations making for working Godolphin and other sets on a large scale, which have been for years abandoned.

Leaving the western part of the county, and proceeding eastward, we here find a most striking illustration of the beneficial results arising from perseverance, and the application of Geological knowledge.

The rich silver mine of Wheal Brothers has of late attracted so much the attention of the scientific and mining world, as well as the Capitalist, that to dilate on it is unnecessary; yet it should not pass unnoticed. This Mine was worked for some time by a party without aid, or with but little from his friends. His capital expended, his resources nearly exhausted, yet still convinced of the ultimate success likely to reward his exertions and perseverance, he pursued his plans; the result of which has been that the Mine, after an insignificant outlay, is now producing £18,000 per annum profit, with promise of the dividends being increased. The extent to which enterprise has been carried of late, evidently shows that public attention is particularly at this moment directed to the mineral wealth of Cornwall, and no doubt can be entertained, judging from the past, but that by the observance of caution and economy, the results of the present adventures will be attended with equal, if not increased, success.

The Times observes that some of the large importers of silver have discovered that a serious adulteration has taken place in some of the Mexican dollars sent to this country, in respect to which, up to this time, uniform good faith has been preserved. This applies, however, only to one mint, that of Guadalajara, and it is ascertained by an assay made here, that the dollars struck there, of the date of 1835, average from 18 to 19 dwts. worse than the English standard, while the ordinary dollar averages only about 6½ to 7, the difference being the amount of deterioration practised, which, in this instance, is between 6 and 7 per cent. on the value of the silver. The occurrence is a most unfortunate one, on account of the distrust it must create in regard to all the bullion transactions with Mexico, which are very considerable, and form, in fact, the staple commodity of its commerce. So jealous are well-regulated Governments of any adulteration of this nature, that when it occurs by any accident, to ever so trifling an extent, all the coins of that issue are immediately melted. With regard to the Spanish or the Mexican dollar, the effect is much more serious than any that can take place in respect of the internal circulation of any other countries, as they form the coin of commerce, and circulate, in confidence, in the high character they have attained, all over the world. The matter will, no doubt, be taken up by the Mexican Government, who must feel their honour compromised by the fraud which has been committed in this instance, in all probability without any knowledge of it on their part. It is the intention, we believe, of the parties who have imported the dollars thus adulterated, to return the whole of them to Mexico, to the great loss and inconvenience of all concerned, but it is thought right to mark, in the strongest manner, their reprobation of the fraud which has been committed. Those who have suffered will have in that case to seek their remedy in the Mexican law courts against the proprietors of the mint of Guadalajara.

This circumstance reflecting so much discredit, becomes a subject of deep importance, as involving the question of the honesty observed in the application of British capital embarked in the Mines of Mexico, from whence is extracted her national wealth; three English Companies having alone expended, during the past ten years, upwards of £2,700,000 in that country, while we have but little to reckon on the redress which the Courts of Mexico, whether of law or equity, are likely to afford.

THE FUNDS.

CITY.—FRIDAY EVENING.

The Scrip of the West India Loan and Spanish Bonds continue to be the leading subjects of interest in the money market. Very little business and scarcely any variations have occurred in any other of the Foreign Bonds, with the exception, perhaps, of Dutch and Belgian 5 per cents., both of which have advanced in price during the week. They continue apparently to be somewhat favourite subjects of investment, particularly the former, by parties receiving money under the West India Compensation Act. A failure of a broker whose connections are extensive, took place on the foreign account day (31st). His engagements in the English Funds do not appear to have been of any importance; in the Foreign market they extended to about £120,000 Colombian, and nearly £100,000 Spanish Bonds, notwithstanding which the markets for the former have risen on the whole, which is to be attributed to the previous heavy depressions of price.

In Spanish Bonds, as in the other Securities, business has not been on any considerable scale; the fluctuations have been chiefly between 40½ and 42. On Thursday the price advanced to 42½-43, on account of the rise which took place at Paris on Tuesday, since which they have again receded to about 41½. Upon the whole, the prices have been well sustained all the week, notwithstanding the instalment of 7½ per cent. on the Spanish Loan, which became due on the 2nd instant. The general current of speculation in England, Holland, and Germany, continues to be in favour of a rise, chiefly on the ground that the prices of the Bonds as 5 per cents. are low; that the change in Spain from a close monarchical and monkish despotism to a representative and constitutional Government has finally taken place, and cannot again be revoked; and that if the Bonds are worth 40 or 42, they must also be worth a higher price.

Persons of intelligence connected with Spain, and resident here, continue to keep aloof from speculation or investment, in the belief that a political crisis is fast approaching, the end of which they believe will be the dismissal of Count Toreno, and the substitution of a Liberal Administration, in harmony with the public opinion prevailing in the most important provinces.

Upon more minute inquiries made of persons well acquainted with the course of Spanish affairs since 1815, it seems that the public opinion throughout that country in favour of an improved Government, and in violent opposition to the Monks, has made much greater progress than is generally believed here and in the north of Europe. The facts seem to be that the French armies during their invasion, 1808 and 1814, expelled the Monks wherever their influence reached, and plundered the Convents; that the Government of the Spanish Cortes, between 1820 and 1823, not only expelled the Monks, but made considerable progress in the sale of Convent lands. The Monks, on the other hand, have made themselves thoroughly unpopular throughout the country; first, because on the return of Ferdinand VII. in 1815, they claimed the whole arrears of rent &c., from 1808 to 1815, during the French occupation; and secondly, on the success of the French invasion in 1823, they resumed all the lands which had been sold by the Cortes. These facts explain the determined and successful attacks which have been lately made upon the convents and their inmates in the country parts of Catalonia, and in the provinces generally, and the determination with which the Spanish provincial juntas declare their separation from the Government at Madrid, until the latter agrees to extend the reforms by abolishing all the convents and selling the lands, and moreover in convoking an extraordinary session of the Cortes, in order to carry the general wishes of the country into effect.

Business in the English Funds has not been particularly active. A rise of price has taken place in Consols from 89½ to 90½, and they have receded a little, and closed at 90½. The improvement has been produced first by the continued, although not very considerable purchases of the stock by the public; secondly, and more especially by the clauses of the Supplementary West India Compensation Act, which received the assent on Monday. Clause 14 in this Act provides, "that all the claims of owners of West India Estates now pending in the Colonial or Exchequer Courts of Chancery, and all the claims also against which claims have been put in and allowed, shall be paid into the Bank of England to two accounts, to be called respectively the Chancery Exchequer Account; that the Lords of the Treasury shall be at liberty to invest the whole of these sums at their discretion in 3 per cent. stock, and that the claims themselves when settled, shall be paid out of stock, at the price of investment and not in money."

As is usually the case, the effect of these intended Government purchases is viewed in different ways. The contractors and their friends are of opinion that Consols will advance to 93 or 94; their opponents admit that the sums of money in question will be a powerful means of supporting the price of the funds, but they contend that no great rise of price is to be expected, because the Bank of England, which is but slowly recovering from the amount of specie which the Directors consider to be requisite, will oppose any speculative rise of prices in the English Funds, the effect of which must be further investments in Foreign instead of English Stocks, and of course a further export of specie from this to foreign countries.

The total amount of money received by the Bank of England on account of the Loan, is stated to be about £4,800,000, viz. £1,300,000 on account of the deposit, and £3,500,000 paid in full.

A rumour has been current for some days past, that the Bank begin to feel more heavily the effect of the diminished payments made to them by Government since the renewal of the Charter; that in the event of continuing the half-yearly dividend of 4 per cent. upon Bank Stock, it will become necessary to take £50,000 every half year from the surplus fund, and that the Directors being unwilling to diminish the surplus and being also convinced of the impolicy, alike ruinous to the public and the Bank of extending their issues in the vain endeavour to increase the annual profits, intend at the approaching half-yearly court, to submit a resolution to the proprietors for the reduction of the yearly dividend on Bank Stock from 8 per cent. to 7.

Since 1830 the Bank has been rising in the estimation of the public, from the greater prudence and skill displayed by the Directors in the management of the circulation; and it is therefore almost needless to add that the resolution above alluded to, if considered necessary, will be warmly supported by all intelligent men of business in the City. An increasing number of this class are well able to appreciate the conduct of the Bank, which appears at length to perceive that the interests of the institution and of the public are closely connected, and that the public interest, and not the one per cent. more or less of annual dividend, must be made the matter of paramount consideration.

The Prices of Stocks closed this evening as follows:—

| ENGLISH FUNDS. | | RUSSIAN do. 5 pr. Ct. 107½ ex. div. | |
|-------------------------------|--|-------------------------------------|--|
| Consols, for money, 90½ | | Dutch do. 2½ do. 54½ | |
| October account, 90½ | | Do. 5 do. 102½ | |
| Omnium, 3½ ½ pm. | | Spanish Cortes, 5 do. 41½ 42 | |
| Exch. Bills, 19s. 2½ pm. | | Do. active 5 do. 39½ | |
| East India Bonds, 4s. 5s. pm. | | Do. passive, 11½ ½ | |
| New 3½ pr. Cts. 99½ | | Do. deferred, 17½ 18 | |
| 3½ pr. Cts. Red. shnt. | | Portuguese do. 5 do. 87½ | |
| Long Annuities, shnt. | | Do. 3 do. 56½ | |
| FOREIGN FUNDS. | | Columbian, 6 pr. Ct. 31½ 32 | |
| Belgian Bonds, 5 pr. Ct. 101½ | | Pern, 6 do. 26½ 27½ | |
| Brazil do. 5 do. 86½ 87 | | Chili, 6 do. 39 41 | |
| Danish do. 3 do. 76½ 77 | | Mexico, 6 do. 35½ 36 | |

LATEST INTELLIGENCE.

CALLINGTON, Sept. 2, 1855.—We are proceeding actively in the neighbourhood with our mining operations, which seem to promise well. At Wheal Brothers the prospects are brilliant, in sinking the engine shaft a branch or parallel lode underlying in a direction so as to form a junction in depth with that now working, has been discovered. Wheal Sisters, which is on the same lode, I hear holds out good promise. The reports from Redmoor and Holmush are good, but I presume you have access to information in town. I will, however, endeavour to render my report more interesting next week.

ST. AUSTLE, Aug. 29.—The engine at St. Austle Hills Tin Mine went to work this day, and from the style in which she started and the beauty of her construction, much credit is due to the engineer, Mr. West.

REDRUTH, Sept. 3.—Our mines in this neighbourhood were never looking better. At the ticketing this day upwards of 2,000 tons were sold from five mines alone, producing £ ; and next week Carn-brea Mines sell upwards of 500 tons. The Railway is progressing, from 500 to 600 men are employed. At Brea Valley the embankment assumes an important appearance. I have not heard when the operations on the Portreath branch are likely to commence, but suppose early. The standard is looking up. Amount of sale at Pool, £

ST. DAY, Sept. 2.—I have nothing here of importance to communicate. The Consolidated Mines sell on Thursday 866 tons, which are expected to fetch a good average price. There is some talk of new concerns being put on in the vicinity.

MARAZION.—At our last meeting a dividend of £10 per 180th share for the past two months was paid, and the prospects of the mine seem to warrant the expectation of its continuance.

GLOSSARY.

We purpose giving from time to time, under an alphabetical arrangement, a Glossary of the terms used in Mining and the sciences connected with it.

| | | |
|--------------|-------|--|
| Abra | ..... | A fissure, a considerable opening or cavity in the mountain rock, or lode. |
| Abrazado | ..... | Yellow copper ore, sulphuret of copper. |
| Acarreadores | ..... | Wood carriers. |
| Acero | ..... | Steel. |
| Achicar | .... | To decrease, to diminish; applied to the diminution of water in any of the workings, lowering the water in the shafts, &c. |
| Achicadores | ..... | Workmen employed in removing the water in botas. |
| Acunia | ..... | Die for coining. |
| Acunacion | ..... | Coining. |
| Acunador | ..... | One who coins. |
| Acunero | ..... | To coin. |
| Ademador | ..... | A joining carpenter; a timber man. |
| Ademar | ..... | To timber. |
| Ademe | ..... | Timber work for supporting and securing the works of the mine. |
| Adobes | ..... | Unburnt bricks made of straw, earth, and dung, dried in the sun. |
| Adit level | ..... | A horizontal excavation through which the water drains off to the surface, and that which falls from above passes off to the surface. This level is usually continued from the bottom of the deepest neighbouring vein, and is extended throughout a great part of the mine. |
| Adventurers | ..... | Those individuals who have parts or shares of a mine. |
| Air machine | ..... | An apparatus for forcing fresh air into, or withdrawing foul air from badly ventilated places. |
| Air pipes | ..... | Tubes or pipes of iron or wood for ventilating underground, or for the conveyance of fresh air into levels having no communication with the atmosphere, and consequently, no current of air. |
| Adit | ..... | A horizontal level taken up at the foot of a hill, and either down the lode or to intersect it, for unwatering the mine at that level, and also occasionally used for bringing out the ores. The top adit is the adit first given—deep adit, the lowest adit driven—air adit is an adit driven purposely for ventilating the mine. |
| Arched | ..... | The roads in a mine when built with stones or brick, are generally arched; level drifts and horse roads either when in coal or in other strata, are formed arch fashion, the cutting for better security. |

Those in Italic are Spanish terms used in Mexico, &c.

MINING STATISTICS.

WHEEL VOR CONSOLIDATED MINES.

extent of the set on the run of the principal lodes is 800 fathoms; of which seven are now working, the produce being entirely to tin. The depth from surface to adit level 24 fathoms. The deepest part of the mine below adit 204 fathoms. The number of men now in use 27, and the average quantity of ore raised monthly for last 12 months, about 106 tons. The number of persons employed on ground 450 men and 50 boys; those at surface 976. There is no power at these mines. The steam power consists of 7 engines drawing water, viz:—two 80 inch cylinders, one 53 ditto, one 48 ditto, one 45 ditto, one 24 ditto, and one 15 ditto; by which 1,500,000 gallons of water are drawn to the surface every twenty-four hours. There are also 5 steam engines used in stamping ore, and 4 steam engines in drawing the ore from the mines. The quantity of coals consumed monthly by these engines is 720 tons. The management of the mines is confided to John Sylvester, Esq., the principal agent, Capt. Thomas Richards. The engines drawing water are doing the work of 1,621 horses, supposed to be always at work.

BINNER DOWNS.

These mines comprise the Wheel Treasury and Drowllas Sets; the extent on the run of the lodes being upwards of 1320 fathoms. The number of lodes of any consequence are seven, four being now worked, which produce chiefly copper ore, and occasionally a little tin. The depth from the surface to adit level is about 20 fathoms. The deepest part of the mine now working below adit, 116 fathoms. The number of shafts 52. The monthly average quantity of ore raised for the last twelve months, 336 tons 12 cwt. 3 qr. The number of men employed underground, about 300; and the number at the surface, about 250. The water power consists of 1 wheel, 42 feet diameter, 3 feet wide; 1 of 29 feet, 24 feet wide; and 3 others of 20 feet diameter. The steam power is one engine of 70 inch cylinder, one 64 inch, one 50 inch, one 42 inch, and 5 steam whips. The engines are all high pressure, single engines. The quantity of water drawn to adit per 24 hours is 1,296,000 gallons. The quantity of coals consumed monthly, about 800 tons or nearly 200 tons. The management of the mines under a London direction, confided to Captain William Gregor.

PROCEEDINGS OF PUBLIC COMPANIES.

BRITISH COPPER MINING COMPANY.

A numerous meeting of the shareholders in this company, Duncan Campbell, Esq. in the chair, was held yesterday, at the George and Vulture tavern, having been convened for the purpose of taking into consideration the circumstances attending an arrangement entered into between M. F. Pongeraud, and Mr. Creswell, the lessee of the Duchy of Cornwall. The Secretary having read the advertisement convening the meeting, the Chairman called upon any gentleman who had signed the requisition to state the object of the same. After a short discussion the Secretary proceeded to read a lengthened case, which had been submitted to Sir W. Follett. By this document it would appear that the Great Wheal Charlotte Mine, having commenced working with every prospect of advantage to the shareholders, some valuable discoveries having been made—Mr. Creswell demanded that a sett should be taken from him, asserting that the mine was in the Manor of Tywarthayle, which is in the Duchy of Cornwall. This having been refused by the Directors, (who held their leases from Lord de Dunstanville, Earl of Falmouth, M. Williams, Esq., and others, in whose possession they had been from time immemorial), Mr. Creswell commenced actions against all purchasers of the ore, &c., which, besides requiring indemnities to the purchasers from the Board, so interfered with the sales, that the Directors were compelled to stop the working of the mine until the action had been decided. So strong were the evidences collected, not only oral but documentary, proving that the mine was not in Tywarthayle, but in the Manor of Tywarthayle Tyas, which was created before the Duchy of Cornwall was even thought of, that no doubt whatever was entertained, but that the result of the verdict would have left the company in quiet possession of the mine. M. Pongeraud, however, made a settlement with Mr. Creswell, to confirm which was the object of the requisition alluded to. This having been decided upon by the meeting and a vote of thanks having been unanimously voted to the Directors, the meeting was broken up.—The mine will immediately recommence working when great results are expected by those interested in its success.

NEW SOUTH HOPE COMPANY.—A meeting of the Scripholders in this company was held at the George and Vulture Tavern on the 1st inst. in accordance with the provisions of the Prospectus, for determining on the regulations to be adopted for governing the affairs of the Company, and to receive a Report from the Committee of management. The chair was taken by C. Toplis, Esq., and the proceedings of the meeting gave evident satisfaction, if we may except a trifling difference on some minor points connected with the regulations.—From the report which was read, it appeared that the expenditure, including the original purchase of the set, amounted to £1969 7s. 6d. leaving an available balance of £2,030 12s. 6d. The regulations agreed upon provided for the holding of the meetings of the company, the qualification for voting, notice of calls, &c. W. Little, Esq. and R. Read, Esq. were elected auditors for the ensuing year.

MINING CORRESPONDENCE.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING COMPANY.—Gongo Mine, 29th May, 1835.—We beg to inform you that since the date of our last letter our produce of gold (though little, comparatively speaking), has been taken from the bottom of the 34 fathom level, east of Lyon's Shaft, North Lode; and from the back of the 14 fathom level, west of Goldmid's Shaft. The staff from these places has also been the most productive at the stamps. The other places at work in the backs are at present poor, but yield a little gold at the stamps, for which they are and will continue to be worked. A rise has been completed to the 21 fathom level to the back of the 27 east of Goldmid's Shaft; and another from the 27 side level of Lyon's Shaft to the 21 fathom level west of Aveline's Shaft, both of which are for ladder, roads, ventilations, proving ground, &c. On the 19th instant we commenced sinking Skerrett's Shaft, and are glad to inform you that the ground there (being composed of jacotinga) is at present pretty firm, and it shows a tolerable good sample of gold when worked, and from its present appearance we expect to proceed in sinking it to the 48 fathom level. In the 48 end, west of the 41 and the 34 ends east, there is scarcely any alteration to notice.

1st June, 1835.—We beg to inform you of the works carried on in this mine during the present month. Our gold produce has been taken from the bottom of the 34 fathom level east of Lyon's Shaft, on the north vein, and from the back of the 14 fathom level west of Goldmid's Shaft. Other workings in the backs, at present, are poor, but all the stuff from these places pay well for stamping. Since the 19th ult. we have sunk one fathom in Skerrett's Shaft, the ground in this shaft, being still composed of jacotinga, has a favourable appearance, so that we expect we shall be able to complete it to the 48 fathom level in George adit. In the 48 fathom level west we are driving on a vein that shows a fair sample of gold when washed. The ground in the 41 fathom level, east of Bayly's, is still poor. We have stopped the 34 fathom level, east of Gibson's Shaft, for the convenience of removing the stuff from the backs, and have placed the men to drive west from Bayly's Shaft, at the same level, to meet the above-mentioned; and here we have favourable ground for driving through. In the ends of the 21 and 24 fathom levels west of Goldmid's Shaft the vein is kindly, and ground favourable for working. In the 21 east and west of Aveline's Shaft we are still clearing and repairing the old level. We expect soon to commence clearing the stuff formerly broken, and to work out the old arches in the backs over this level. We have holed a rise from the 27 to the 21 fathom level at Stoke's Shaft. The end of the cross cut in the 27 fathom level is about 14 fathom north of Stoke's Shaft; here we cut a vein that shows a good sample of gold, and shall soon commence driving on the course of the same. We have driven between 3 and 4 fathoms west, and about 2 fathoms east of the cross cut in the 34 fathom level between Gibson's and Skerrett's Shaft, on a quartz formation, which showed a good sample of gold when driving the cross cut; but on driving on its course both east and west it proved to be irregular and poor.

June 9th, 1835.—Since the date of the above we have commenced driving west from the north cross cut, in the 27 fathom level, at Stoke's Shaft, in the vein referred to above; it continues to yield a little gold when washed. Our gold produce during the interim has been taken

from precisely the same place as those above-mentioned as the most productive. On account of the quartz formation in the 34 fathom level (referred to above) being poor, we have discontinued working there, and have appointed the men to other places where they may be more advantageously employed. The ground in Skerrett's Shaft is at present more soft and wet than it was in the beginning of the month; but we still expect to be able to complete the shaft to the 48 fathom level. In regard to the other places at work, no alteration has taken place worthy of notice.

W. TREGONING.—N. HARRIS.—W. BRAY.

| | | PRODUCE OF GOLD. | | | | Total. | | | |
|-----------|-------|------------------|------|------|------|-----------------|------|------|------|
| | | Stamps. | | | | Do. do. do. do. | | | |
| 1835. | | lbs. | ozs. | dts. | grs. | lbs. | ozs. | dts. | grs. |
| May 29 | ..... | 5 | 0 | 0 | 0 | 3 | 18 | 18 | |
| 30 | ..... | 8 | 1 | 0 | 0 | 1 | 10 | 0 | |
| June 1 | ..... | 10 | 1 | 0 | 0 | 6 | 13 | 18 | |
| 2 | ..... | 9 | 2 | 14 | ... | 11 | 5 | 12 | |
| 3 | ..... | 6 | 10 | 8 | ... | 4 | 3 | 18 | |
| 4 | ..... | 8 | 14 | 14 | ... | 10 | 7 | 20 | |
| 5 | ..... | 7 | 8 | 15 | ... | 0 | 19 | 17 | |
| 6 | ..... | 1 | 12 | 18 | ... | 1 | 9 | 0 | |
| 6 Holiday | | | | | | | | | |
| | | 13 | 8 | 10 | 21 | 21 | 4 | 8 | 7 |

IMPERIAL MOCABAUS.—Coccos, 8th June, 1835.—Owing to the great number of our blacks being sick (upwards of 50) since our last report we have not been able to complete the canons for Morgan's shaft, as was anticipated, but from the assistance of the 50 blacks lately arrived from Mocaba; it will be finished before the end of this week, when we shall resume working in the veins, and should they continue as rich as at present, we shall very shortly be able to send you some produce from them. This increase to our negro force will also enable us to clear the water-course, raise the dam at the preza grande, &c., which we shall commence tomorrow. In Waller's shaft the water has been sunk but very little since last reported, owing principally to our present power of negroes not being sufficient to work the pumps effectually; it therefore becomes absolutely necessary to erect some mechanical means for this purpose; consequently we consider it more advantageous to suspend our labours here for the present, and to put the whole force employed there to assist in getting up the wheel spoken of in last report, by which means we shall be able to fork the water very easily, the pumps being of sufficient size to do it. The building of the wheel, cutting the water-course, sinking the wheel-pit, erecting the bob-stands, stays, &c., together with drawing off the water, I hope, will not take us above six weeks. Since our commencement on the wheel, we have made very good progress. All the buckets and one half of the arms are already completed, and the timber for the remainder part of the wheel is on the mine, with the exception only of the tree for the axle, and that is now on the road from the woods. As was anticipated in the last report, we have found the water in McDonnell's shaft so quick as to prevent a continuation of sinking it; we have therefore put in the necessary timber-work, and have commenced to cut a plat at about 21 fathoms under the adit, in order to drive on the Verra Tella lode, which is at present very promising. This we have named the 21 fathom level. The engine for this shaft is in preparation; the dimensions of the wheel will be 40 feet diameter, 3 feet wide in the breast, and the ring about 12 inches deep, which will be of sufficient power to put us to 110 fathoms under either of the adits, with 104 inch buckets, or 85 fathoms with a 12 inch bucket.

At the Bandura mine the lode is considerably improved in appearance since last report, and the samples are a great deal more promising. I mentioned in report No. 22, that we should commence driving on the first lode cut in the shallow adit, as soon as we thought it would not impede our driving towards the main lode; but this I think we shall not be able to do for some time, as the getting away the stuff and creating so much powder-smoke in blasting the holes will be detrimental to our driving the present cross-cut. The ground at this end at present is a little more favourable, owing to some branches of decomposed iron with mica slate passing across it. In Oxenford's shaft the ground is very favourable, and from the present appearance is very likely to stand in future without being timbered.

In the mines of Manoel Felix and Manoel Furtado we have done but very little since our last report, owing to several of our Englishmen being sick. As soon as we can resume working here, we shall extend on the veins we have passed through for the chance of improvement; and as the road from Morgan's shaft to the Canaas passes very near to the mouth of Manoel Felix mine, it will be very easy to wash the whole of the stuff broken from them over the skins, which I hope will give us a little produce. I intended to have sent a plan of this part of the mine by this post, but Mr. Halford has not been able to complete it in time; it shall, however, go with the next report. The ground in Halford's shaft is still very hard, consequently our progress is slow. The deep adit is also very hard. On the 2d lode, in the cross-cut at the Antonio Dias mine, nothing has been done, owing to the Englishmen employed there being employed to cut a water-course for the saw-mill, it being too hard to make any despatch by blacks only. The lode in Pope's level has not quite so promising an appearance, but is still very large, and the samples from it show a little gold.

J. HITCHINS.

REAL DEL MONTE.—23d June, 1835.—I have no material alteration to notice in our mining prospects. The Mine Managers' Report, which accompanies this, furnishes a detail of operations in this department, and leaves little for me to notice thereupon. You will observe, that we have been making a steady but slow progress in the Dolores diagonal Shaft, the ground in which is getting more favourable, and the vein produces occasional stones of azogue ore.

In Terreros Shaft also, the improvement in the ground and the increased facilities for sinking have enabled us to reduce the price from 450 to 290 ¢ per vara. These two important points will now, I hope, proceed more rapidly than they have lately done, and enable us to open new works upon the vein below the present bottoms.

It cannot be disguised, that both as to the extent of the ore ground and the quality of the ores, the Santa Teresa bottom is not equal to what it was at the 118 vara level and above; where, you will recollect, the San Andres winze which is now poor, was one of our best points. Still, much ore remains to be broken between the 118 and 142 vara levels, which will be commenced upon when the ground is properly secured, but the quality of ores, as will be seen from the Hacienda Reports, is not so high as formerly. In the beginning of 1834, the Azogue ore was worth per assay, about 23 marcos per monton, and the actual silver produce was about 20 marcos. Now, however, taking eight tortas at Regla, the highest do not reach per assay 14 marcos, while some are so low as 10; five of these tortas have been lately washed, and have produced, on an average, 13 marcos per monton; showing, however, that by the method at present adopted, although the ley is low, we get out nearly all the silver; and I may here remark, that in several instances of late the silver produce, both at Sanchez and Regla, has exceeded the assays, the latter having been carefully taken from the tortas and the assay checked by different hands. This reduction in the value of the ore is, I hope, only one of those fluctuations which mineral veins are subject to, and knowing the character of Bisciana vein, I do not despair of yet finding much and good ores in and near Santa Teresa.

It will be seen that hitherto we have been under the disadvantage of being limited in the breaking of the ores to the lowest parts of the mine, near the level of the water; this, I hope, will not be the case long. Already, indeed, the workings above the 118 vara level near the Las Animas winze are free from that objection; and as the sumps go downwards, we may expect gradually to obtain other good points above the reach of the water on the ordinary stoppages of the engines. Another advantage will attend this too, that the barrereros who do not willingly work in wet places, will readily offer themselves for dry situations. Advantageous situations of this kind we may hope to find in pursuing the workings towards Gualdalupe Shaft, and to the west of that shaft. With this view, therefore, the Esperanza and Ascension levels, will be cleared westward with all convenient speed, and I hope soon to be able to make an attempt to clear and secure the bad part of Gualdalupe Shaft at the adit level.

Taking a general view of the concern—looking at the ores in sight at Santa Teresa and Terreros, what we know to exist at Dolores, and what we may expect in the neighbourhood of Gualdalupe, and, more remotely, in San Francisco and San Ramon—I think we shall be warranted in not relaxing in our operations; first, to bring the mine into a proper state of working; and, secondly, to create additional hacienda power. With a view to the first object, there is the sinking of the Dolores diagonal Shaft, and the prosecution of the other underground works in that district; the sinking the Terreros Shaft with various works there, the clearing and building up with masonry of Gualdalupe Shaft, the clearing of the levels already mentioned from Terreros west to Gual-

loupé, besides the securing of Santa Teresa Shaft, which is now in hand, and several surface works. The Hacienda works of the most importance, at the present moment are the arrastres, to be moved by the great wheel at Regla, as proposed in my last letter; by which, I think, it is quite clear, that a great increase of grinding power can be acquired at a much less cost than by any other method. These are all important works, and if neglected, will impede the progress of the concern to a state of prosperity.

It is quite possible if it be resolved to work only for the present without looking to the future, if all or the greater works I have mentioned be suspended, some profit might be made; but I cannot but think, that any considerable delay in the execution of these works would be very imprudent, and almost indefinitely postpone the success of the undertaking. Looking at all the circumstances of the concern, and supposing that the works before-mentioned are not to be suspended, but that they are to be carried on to execution without delay, and considering that the ley of the ores has fallen from what it was formerly, I cannot calculate upon making any profit, until the Dolores bottoms can be brought into operation. I shall spare no exertions to produce a better result if it be possible, by keeping down the costs and augmenting the returns, and should we be so fortunate as to meet with a bunch of rich smelting ore, or should the general ley of the Azogue ore improve (as we may always calculate upon being able to reduce the same quantity) our returns would immediately exceed the costs, but from present prospects I can only repeat, that there is no probability of making a profit until the Dolores bottoms can be drained, which, under the most favourable circumstances, cannot be calculated upon in less than six months.—WILLIAM HULE.

Fera Cruz, 30th June, 1835.—We now beg to enclose bill, lading, invoice, and account of charges, per R. D. M. 1-12 equal 12 packages, containing 25 bars of silver, valued at 31,486 dollars, shipped by order of the commissioner in Mineral del Monte, per this conveyance.

COLUMBIAN MINING COMPANY.—Marmato, June 16th, 1835.—Par-tiesper Donald and Hannah.—By last post I received advice from your Carthagena house, announcing the arrival of the Donald, on the 9th ult., and that of the Hannah two days after. The arrival of the second party has been rather earlier than I expected; the necessary accommodation is being made for their reception. The addition of such a force ought certainly to promote, in no small degree, our mining operations, and be the immediate means of enabling us to extract a much larger supply of mineral than we have done. It is therefore to the mine that we have to direct our most energetic efforts.—Fest Days.—The abolition of a number of feast days has lately been enforced by a printed order from the Bishop of Popayan to the curate, a copy of which I have made and put up in the office for the sake of reference.—The Weather.—The fall of rain from the 25th to yesterday has been 11 in 4-20ths; it rains almost every night.—Stamp Heads at Work.—The average number since the 25th ult. to 15th inst. 32hds. 1pt. at 40 blows per minute.

COPIAPO MINING COMPANY.—This company have already received a cargo of 265 tons of copper ore, per the Warwick, which yielded 27 per cent. of copper, and sold for upwards of £22. per ton, leaving a net profit, after deducting cost and all charges, of upwards of £2,000 sterling. Another cargo of 410 tons was shipped in February last in the Sarah Ralston, but as there have been no tidings of her since her sailing, there are strong reasons to apprehend she is lost; the company are, however, fully insured. The last advices from Valparaiso reach down to the 25th of May; the Libra of 300 tons was then loading ores at Copiapo, and her arrival may be daily looked for. The agent expected to have about 200 tons more ready for shipment by the end of May.

RIO DE ANORI COMPANY.—Advices have been received of Mr. Deacon's arrival at Santa Martha on the 7th of July, and of that gentleman's intended immediate departure for Rio de Anori.

PEÑOLAS GOLD MINING COMPANY.—Peñolas, 11th June, 1835.—Referring you to my last respects of 13th May, I now forward copies of Rayas, Journal and Cash Account for that month. Since I wrote I have been getting on but very middling with the Augustina Mine up to last week, when a fine bunch of ores made its appearance in a work which I formerly mentioned as having been productive. In one day two people broke down 35 cargas, and this week about the same quantity, though they were only opening up the vein, and looking way to get into the ores, which appear in the trent or end very wide and soft so that next week I expect 60 or 70 cargas from this place alone; this work has been giving ore for some time past, but rather poor, and they only continued in the direction the work is being carried on, it being an "abra," or opening. The vein which contained yielding ore on the sides or walls yielded nothing, but at present the ores have much improved in quantity, and they seem to enter to the right and left of the direction of the working. In the southern part of the vein I intend to leave off, because of the extreme hardness of the ground and the poverty of the ores. The remainder of the people I have employed; some to endeavour to find the above ores in the direction they are supposed to take, others driving on some of the lower works, to see what may be discovered there, and others taking out ores from the old workings of the former owner; here I still continue to get something, but am afraid it must be very soon left off, from the very ruinous state of the place. The new vein at the Augustina has rather disappointed me; for though I have now driven into the mountain a long way, it produces nothing, and we have got into water, which prevents me from carrying on into that direction, I therefore intend to drive a work for some yards in the course of the lode, and if it does not improve I abandon it. Dolores Mine is giving a few good ores, and about covering its own expenses; there are only three barnen at work, but as soon as they make room, I shall employ a few more; they have now cleared out the Sirena, and discovered a few ores in the border, which, if nothing better should turn up, will pay the expenses of clearing it out. In the principal end this lode has changed its course from a festera or dyke which interrupts it; I shall endeavour to go through this to find the lode again. On the 5th inst. I took the gold from the pans, the produce was 27 ozs. 4ds., which I handed over to Mr. Sadler. The ores we have been grinding were poor, but as the stamps work has been going very slow, a great deal of the gold remains in the boxes where the stamps work, so that one cannot rightly judge of the standard of the ore till the gold be taken out from pans and boxes. As yet the rainy season has not commenced, and since my last advices, the mill has been going with the five hams except for some ten or twelve days; however, in another week the rain should begin, for they have delayed this year two or three weeks more than usual. At the mines we have on hand about 130 or 140 cargas of ore of rather better quality than any we have had for some time, and at the stamp work some 150 cargas of poor ore. I have now finished to make the ground and surface plan of the Augustina Mine, and nearly finished to measure the interior of the mine, in order to make a plan of it likewise, both of which shall be forwarded to you as soon as possible.

Geo. QUIN.

ENGLISH MINES.

REDNOOR MINING COMPANY.—Callington, Aug. 31st, 1835.—The lead lode in the 10 fathom level north of Johnson's shaft has for the last week been of an exceedingly promising description, and has produced very rich stones of silver lead ore, yielding for assay 107 a 110 oz. of silver per ton of lead. The lode has also been very speedy for driving on. Johnson's shaft is already more than 2 fathoms below the 20 fathom level; and Wilkinson's shaft about 7 fathoms below the deep adit, and the men are giving satisfaction in sinking them. We are more than usually anxious to expedite the sinking of Johnson's shaft, in consequence of the very good prospects which have been developed in that part of the mines. The adit north of the North Whim shaft on the cross course is driving in very speedy ground. At the old silver workings the men are driving south, at 10 fathoms from surface, but the ground is at present hard.

WM. PETERICK.

ROCKS ROCK MINE.—Aug. 31, 1835.—We have succeeded in cutting the south branches of the south lode at the 60 fathom level. They both contain tin, but the south one is the richest. It was not till Saturday evening, 6 o'clock, that we were able to open on it, and it contains tin equal in quality to that in the Winze, under the 50 fathom level. A specimen or sample of it I have now before me, with which I am exceedingly well pleased. We shall immediately commence dividing the engine shaft (with timber) to the 60 fathom level, to enable us to drop the Whim kiln to that depth. Hitherto we have drawn all that has been broken below the 50 fathom level, by means of a truckle worked by men. We shall lose no time in opening on the course of the branches just cut, which I hope will turn out satisfactorily to all parties. In the other parts of the mine there is nothing which calls for immediate observation, the levels, &c. continuing much the same.

TAVERSTOCK MINING COMPANY.—Mr. Thomas Petherick has since his arrival at the mines directed his attention to the operations which are in progress, but which from the infant state of the mine, is not of sufficient interest for extract.

PENRAN CONROLS.—Aug. 31, 1835.—The contracts in network for August month finished on Saturday last, and I have much pleasure in reporting that the old adit has been cleared 253 fathoms in about little more than three weeks, and that so far the expense has been 1-5th of what it was expected to have been. We are now arrived at that part of the adit which we expect will render the progress in clearing comparatively slow. The lode which I mentioned in my last report, as being exceedingly promising in that part of the Consoles called the Amelia, continued to improve in its nature and size as we sunk in it; and was about 5 feet wide, when the last rain so increased the water, that we have been obliged to remove the men from it and put them to sink another shaft on Wheel Amelia adit, in which are two lodes supposed to be those united in the shaft which we have been sinking. We calculate that as soon as the adit shaft is down we shall be able to drive on the course of these lodes, and by so doing nwater the shaft first alluded to. The ground is beautiful and the shaft contracted for at 25s. per fathom. We have also set a shaft to sink, with a view to cut the rich tin lode of Budnick Mine which is much improved of late, the chief object of this shaft is to enable us to ascertain correctly the run or direction of the lode and the angle of its underlay, previous to commencing the permanent working shaft or underlayer. This bargain has been taken very low, and which it is only at present intended to sink to the extent of about 6 fathoms, which we presume will be sufficient to ascertain the objects intended. The third bargain, let on Saturday, was one of the old adit shafts on Goochavert adit to clear up, which, about two years since, was filled by the river. The fourth bargain is a shaft to sink down on one of the newly discovered lodes in or near Rose Mine. We have lately sunk about 2 fathoms in the course of this lode, which has so much improved as to justify the most flattering anticipations; of course, at a few feet only below the surface riches cannot be expected, but the indications are as favourable as may be; this shaft has been let at 15s. per fathom. I have only further to observe, that not more than about 30 fathoms from the lode just alluded to, some men in digging mortar for their houses discovered, about 2 feet deep, some stones of tin, one of which was 15lb. weight, exceeding rich, being about 75 per cent.; it was ascertained, that the stones of tin alluded to must have been detached from a lode higher up the hill, and some men have been put to discover it, which I have every reason to believe will be the case in a few days.

WHEAL HOPE MINE.—The adit end has been driven about 6 feet since last report; the lode continues still poor and of the usual size. We are preparing the collar of the shaft, the shears are fixed, and the capstan will be fixed about Tuesday next. We expect to have the capstan rope ready by that time, so that we shall be immediately putting down our pit work. The greatest activity is applied to completion of the machinery.

NORTH CORNWALL MINES.—Aug. 29th, 1835.—*Wheal Thomas Mine.*—Since our report of last Saturday, the engine shaft has been set to sink 4 fathoms at £6. per fathom. In the 7 fathom level east about 5 fathoms have been driven since last setting day. The lode is still small, but some good stones of lead have been broken this week. The 7 fathom west has been driven about a like distance as the eastern; here the lode has considerably improved in size and indications, being now about 15 inches wide; a kibble of lead-work has been driven up this day. We have no doubt of getting at some valuable product very shortly. The adit shaft noticed in our last is down about 4 fathoms. The ground has proved harder than was expected, but it may be expected to hole the adit in about ten days.

EAST CORNWALL MINES.—31st August.—*At Wheal Virgin*, the lode is 24 feet wide, composed of muck and fluccan. The back is very kindly, with good stones of lead and silver.

At Wheal Mexico, the lode is still small, but very promising; the branches have not yet united, but are approaching each other as we advance in driving.

At Wheal Emily, the lode has enlarged since our last report, being now 10 inches wide, composed of carbonate of iron, lead, silver, &c.

At Wheal Georgian, the two branches are come together, and the lode has greatly improved. The ground has reduced in price, from £25. to 50s. per fathom for driving.

At Wheal David, the south lode is small, going west, at present. The ground is favourable for driving. The leader in the north lode is 6 inches wide, and the whole lode is 3 feet wide; made up of gozzan, killas, and fluccan, with silver. Gildard's shaft is down about 9 fathoms. The ground still hard, and a part of the lode yet in the shaft with stones of copper ore.

EAST WHEAL STRAWBERRY.—August 31st. The ground in Grou's engine and whin shafts is very favourable for sinking them speedily, which we are doing very satisfactorily. Trewithen middle lode, in the adit west of Grou's shaft, is very promising. We expect shortly to cut the Great Hopes lode at this level. The surface erections are proceeding as fast as can be done with propriety, and we hope to get the steam engine to work at the time anticipated.

REDRUTH UNITED TIN AND COPPER MINING COMPANY.—31st August, 1835.—In furnishing the report this week, I have very little to say. The ground in the engine shaft at Uny, and the 12, 22, and 32 fathom levels east are much as last stated, while the 32 on the copper lode west is much larger (about five feet wide), and not without copper ore; and the 12 fathom level west is more kindly and softer ground than last week. Lemm's shaft is down 26 fathoms from surface, and the lode 34 feet wide with gozzan, holding out a very fair promise of copper ore in depth; at present we are not down to adit level. The western shaft is 244 fathoms deep, and at Gooding's shaft we have the capels of the lode. We sampled last week 847 socks of tin for sale, and we have also dressed and fit for sale about 50t. worth of copper ore, which we shall retain till we get a great quantity ready. Ashton's shaft, at Bucketta, is down 24 fathoms, and the adit cross cut in towards it, 234 fathoms. The water is nine feet under the adit. The engine-house is up, and covered in. We are continuing to clear the adit spoken of in our last report.

POLBREEN TIN MINING COMPANY.—I was so pressed for time on my western journey, that I have had no leisure till now to give you an account of my inspection of Polbreen Mine, where I was under ground on Wednesday evening; and before I proceed to do so now, I must observe that there are so many important points which presented themselves to my notice, that I must repeat my inspection before I can adequately appreciate the various circumstances of the undertaking. Before I went under ground, I understood that the lode on which the copper ore is now being raised, near Thomas's shaft, was the principal object you had in view in prosecuting the concern, but notwithstanding that this lode is very productive, and will be worked with increased advantage when that shaft shall be communicated with it, yet I consider that the very encouraging prospects which present themselves in various other points in this extensive concern are of much greater comparative importance. It appears that the Polbreen or Doreas lode has been worked away from the surface to the adit level, and for an immense length below it, as deep as could be done by pumping machinery worked by manual labour, and I have the greatest confidence that can be entertained on such a subject, that when the deep workings shall be resumed by the draining of the water, and the adoption of a proper system, that this will be found to be a very valuable lode. South of this lode there is a fine and regular gozzan, from which copper ore has been returned. North of Polbreen lode, near Vice's shaft, are two lodes, one of which is particularly promising, and from which there is every probability of making returns, on a level being extended on it below the adit. Still farther to the north, towards Stainsby's shaft, there are four lodes, the working of which can be easily effected by that shaft; that nearest it is particularly promising. In the deep adit level, driving towards Thomas's shaft, a great deal of productive tin ground has been discovered in Wheal Harriet, which can be worked with advantage on that shaft being communicated with it. I must repeat, that my inspection has not enabled me fully to appreciate the circumstances and prospects of the mine. I have, however, observed no less than thirteen lodes, and I have never seen within the same space a greater number of equal promise, nor any concern in which the present improved system of mining may be introduced with greater advantage. When Thomas's, Stainsby's, and Vice's shafts shall have been sunk below the present bottoms, and levels driven from them to a proper extent to open the productive ground on the most valuable of the lodes, I anticipate a very favourable result to the shareholders.

ENGLISH MINING COMPANY.—Great St. George, 1st Sept. 1835.—You will perceive 3 new pitches have been set, that, taken at a farthing, at the back of 10, is at present poor, but ultimately will no doubt produce a fair portion of ore; the one from which 30 tons are to be broken for a furthering in the pound speaks for itself; and that at back of 60 is certainly a promising, and likely, from appearances, to be a productive pitch. Many of the old backs look gloomy, and have for the last month been very unproductive, so much so, that I fear our sampling this day week will not amount to 400 tons by something considerable.

BRITISH TIN MINING COMPANY.—St. Austle, Aug. 31.—The engine keeps the water by 3 strokes in 2 minutes. The men in the engine shaft have sunk 9 feet, and I am happy to say the ground is altering much for the better. At Campbell's shaft we have taken up fifty pounds worth of tin since Thursday week, at the very lowest calculation. Some stones weighed 20lbs., 14lbs. of which was fine tin, but it is not now so good in the ends, but is gone down excellent. Phillips' lode in Best's shaft continues good. The ends between Osborne's shaft and the engine shaft are still good. The late rains have enabled the mills to do half their duty. I hope we shall soon have more.

SOUTH WHEAL LANSURE.—The deposits on the shares of this company are, we understand, paid up, and the scrip is in course of issue.

MISCELLANEA.

Fossil Remains.—Humboldt found bones of the mastodon, an extinct species of elephant, at 8,000 feet above the level of the sea, near Santa Fe de Bogota, in South America; and another species in the Andes, near Quito, at an equal elevation; and there are bones of horses, deer, and other animals, incrustated with calcareous matter, preserved in the museum of the Royal College of Surgeons in London, which fell with avalanches from the regions of perpetual snow in the Himalayan mountains, at the height of 16,000 feet, which, as they appeared to fall from the clouds, the natives supposed to be the bones of genii; a supposition less reprehensible than that of the chief magistrate at Lucerne, who, without hesitation, pronounced the bones of elephants, dug up beneath that city, to be relics of those unfortunate beings whom an incensed deity hurled from their high estate, the rebellious angels; and adopting them as the ancient tutelal deities of the place, he caused their bones to be collected with the most scrupulous care, and decently interred, and imaginary portraits of their colossal forms to be placed in a conspicuous part of the city, in order to inspire the Lucernese at once with piety and sympathy for these miserable beings.—*Min. Rev.*

Relics of Antiquity.—The workmen, in levelling the Castle-yard, have discovered several relics of former times. A coin of the Emperor Vespasian, one of David, King of Scotland, and several of the reign of King Charles have been turned up. The bones of animals, mingled with crumbling relics of humanity, including several skulls, have also been brought to light. A human thigh bone, which has evidently sustained a severe fracture from a shell, a portion of which was adhering to it, is not the least curious among the latter. A cannon ball of iron, weighing 32lbs. and an exploded bomb-shell, have also been found. They had fallen between the old entrance to the Castle from Castle-gate and the new temporary porter's lodge, and it is probable that they have been fired over Clifford's Tower, from Severus' hills, during the memorable siege of York, in the conflict between the Royalists and the Parliament.—*York Herald.*

Large Mass of Native Copper.—The Cabinet of Yale College has been recently enriched by a magnificent piece of native copper, presented by Mr. J. Mortimer Catlin, of New York. In a letter directed to the Editor of Silliman's Journal, dated October the 9th, 1834, Mr. C. mentions that this piece of copper was found at or near the river On-ta-naw-gaw, of Lake Superior, as we are informed, above the rapids marked on the map of the river. Those who brought it away were allured by the vain hope of finding in it gold or silver. Its weight was 137 lbs. but is now somewhat less, as a few ounces have been detached. It has all the characters of native copper; the perfect colour and lustre of that metal; the occasional incrustation with green carbonate of copper; numerous rudiments of crystals of copper with triangular faces; occasional cavities, swellings, and knobs, and great malleability. Its form is rudely plano-convex, with an irregularly elliptic base, arches below, and standing upon two projections, thus allowing it a rocking motion; it is 15 inches long and 15 broad, in the narrowest place 12 inches; it is nine inches high, and it bears strong marks of having been entangled in a vein stone or a rock. Mr. Catlin has been credibly informed that "there lies in the bed of the On-ta-naw-gaw a mass equally pure, weighing a ton;" whether this is the celebrated copper rock described by Mr. Schoolcraft, vol. iii., p. 205, of this Journal, we have no means to determine; but the numerous and important facts mentioned by Mr. Schoolcraft render it certain that native copper is frequently found in that region, and lead to a strong presumption of the existence of valuable mines of copper.—*Silliman's Journal.*

Meteorite Iron.—An unrivalled specimen of the meteorite iron of Louisiana has been presented to the Cabinet of Mineralogy of Yale College, U. S., by Mrs. Laura Gibbs, the length of which is three feet four and a half inches, its greatest breadth two feet four inches, and its greatest height sixteen inches; the weight of this mass being 1635 lbs. In this very remarkable mass the existence of nickel was ascertained by Professor Silliman, and from a more exact analysis by Mr. C. Hugh Shepherd it was found to contain 9.67 of that metal. This is considered as the largest specimen of the kind in any collection in the world, although there are masses many times larger lying in the wild regions of Mexico and Peru.

Sulphur in Bar Iron.—At the meeting of the British Association at Edinburgh, in Sept. 1834, Mr. West showed that the best bar iron gives off sulphuretted hydrogen during its solution in muriatic acid, and that sulphur being present in most malleable irons injures their properties.

Mechanical Power.—There is a screw dock in New York, at which a ship weighing 200 tons can be raised a height of two feet in 30 minutes by the power of only 50 men applied to the screws.—*Mechanics Magazine.*

Exports of Metals.—The quantity of copper exported from the United Kingdom for the year ending 30th June, 1835, was 8,886 tons 11 cwt. 3 quarters 12 pounds, and that of tin 2,801 tons 16 cwt. 2 quarters 6 pounds, of which the quantity of foreign tin was 2,334 tons 4 cwt. 3 quarters 10 pounds. The imports of foreign tin being 2,338 tons 9 cwt. 3 quarters 20 pounds.—*Cryll's Mining Sheet.*

Railroad Mania.—A few days since books were opened in Philadelphia for subscriptions to the stock of the Lancaster, Portsmouth, and Harrisburgh Railroad; in 31 minutes every share was taken, and a large number applied for beyond the ability of the commissioners to supply.—*New Brunswick Freeman.*

Improvement on Forges.—A patent was granted on the 9th December, 1834, to Mr. John West, of Crayford, Kent, for an improvement on forges, which consists "in causing water to circulate within the back of the forge in order to carry off heat therefrom, whereby the back of the forge will be preserved from the prejudicial effects of the heat."

Gas.—Dr. Dalton states, that when equal volumes of coal gas are burned, one volume being first mixed with half its volume of atmospheric air, though the mixed gas gives little or no light, yet the quantity of heat given out by it is equal to that afforded by the unmixed gas.

Dublin and Kingstown Railway.—During the late meeting of the British Association in Dublin, 400 of its members were conveyed on this railway from Salt-hill to Dublin, a distance of five miles and a half in 13 minutes, being at the rate of upwards of 25 miles per hour.

Van Keulan.—The celebrated Dutch Geometrician, Van Keulan, devoted the greater part of his life to the task of ascertaining the exact proportion between the diameter of a circle and its circumference, and in order to arrive at the utmost degree of accuracy carried it to 100 places of figures, directed at his death that these figures should be engraved on his tomb stone.

The King of Bavaria has granted to the house of Rothschild and Son, of Frankfurt, permission to form a joint-stock company for the formation of the canal to join the Maine and Danube, conformably to the law of the 1st of July, 1835.

Commemoration of the Invention of Printing.—The celebration of the invention of printing was held at Haarlem, 10th of July last, with great pomp. The houses and the covered with decorations, and at half-past ten o'clock a collection of persons met at the Great Church. The service began with several pieces of music, after which Professor Palm delivered a discourse, in which he demonstrated that it was the cradle of the art of printing, and pointed out all the stages which had resulted from this important discovery. Tollens succeeded him in the tribune, and recited some very appropriate verses. The assembly then adjourned to the Tu from whence it marched in procession to the Hout, to visit the monument which had been erected to Lawrence Koster, poet Artzenius then recited a beautiful poem on the occasion inaugural festival. The principal persons who engaged in the money were invited to a grand banquet at the residence of his excellency the Governor of North Holland. The celebrations continued the following day, and the whole terminated with a g illumination.

Geological Indications.—Furnished with its geological indications, the agriculturist knows to what causes he is to ascribe a good or bad quality of the soil, the knowledge of which is to him as useful as that of nosology to the physician. To both this knowledge is equally requisite in directing them to the mode of treatment: and to the cultivator of the soil, if thus enlightened, the cure is often easy. The material by which it is to be corrected or improved is frequently to be found in the neighbourhood, and often not far beneath the surface. When the water of a district is too hard for domestic uses, the experienced geologist will readily perceive the cause in the stratum over which it passes, or through which it filters; and he knows that he can succeed in obtaining a supply of better quality, only by searching beyond the extent of those influences. He knows, that whatever substances it holds in solution must necessarily diminish its solvent powers with respect to other substances; and as the salts which it generally takes up in greatest abundance from the earth are those of magnesia and lime, it becomes obvious, that to obtain a supply of water, such as may be fit for domestic purposes, he is to search for it beyond the limits of the extent of those materials. Thus, the water in the neighbourhood of York is hard, owing to gypsum. The same is true of the well water of Dublin and of London, owing to carbonate of lime. In the latter place, soft water is obtained by penetrating the bed of blue clay, which forms one of the deposits of the great London basin. The stratum of stiff blue clay, being mostly of considerable thickness, preserves the water beneath from any intermixture with that above this stratum; and the water beneath, when by the most slender perforation of the London clay it is released from its confinement, mounts to the surface, and in some situations far above it. *Dublin Geo. Soc. Tr.*

Analysis of coal employed in iron works in Wales:—

| | Dowlais. | Cyfartha. | Pen-y-danow. |
|----------------------|----------|-----------|--------------|
| Carbon..... | 0.795 | 0.784 | 0.768 |
| Ashes..... | 0.030 | 0.028 | 0.032 |
| Volatile matters.... | 0.175 | 0.188 | 0.200 |
| Total..... | 1.000 | 1.000 | 1.000 |

Dufrenoy's Report.—Mining Speculations.—The amount of capital of companies formed for working mines in 1824 and 5, was £38,370,000., of which £11,770,000. was for British mines.—*Mining Review.*

PROGRESSIVE INCREASE OF THE INTERNAL HEAT OF THE CRUST OF THE GLOBE.

For the purpose of ascertaining whether a constant stream of water could be obtained by the means of an artesian well, sunk on the south side of the Jura mountains, at the distance of about a league from Geneva, and at an elevation of two hundred and ninety-nine feet above the level of the lake, M. Giroud, at his country residence at Pregny, bored a depth of five hundred and forty-seven feet without success; despairing of success, he offered great facilities to any person who might wish to prosecute the enterprise, for the purpose of scientific enquiry.

On this occasion, M. M. Aug. De La Rive, and F. Marcet, made a successful application to the friends of science, and also to the government, and funds were obtained sufficient to enable them to continue the operation during eight months, and to extend the boring to the depth of six hundred and eighty-two feet. The bore was about four inches and a half in diameter. Water began to appear at the depth of twenty feet, and it is worthy of remark, that the height at which the water stood in the opening, as measured from the surface, was lower at the greatest depth obtained than it was at half the depth. At two hundred and seventy-five feet of depth, the water stood at fourteen feet from the surface; at five hundred feet, it sunk to twenty-two feet; at five hundred and fifty to thirty-five feet; it then rose. At five hundred and ninety feet, it stood at twenty-four feet six inches; but at six hundred and seventy-five feet it again sunk to thirty-five feet eight inches. The result of this praise-worthy effort must operate as a salutary preventive from any further expensive attempts to obtain running fountains from the theory of an internal communication with the springs on the summits of the Jura.

Having obtained the extraordinary depth above mentioned, the experimenters devised the means of ascertaining the temperature of this opening at different depths. As the common thermometer would not answer the purpose, they contrived a self-registering thermometer, constructed on a large scale, and whose accuracy was subject to the most satisfactory tests. The following table exhibits the temperature of the hole at the depths specified.

| Depth below the surface, feet. | Corresponding temperature. | Depth below the surface, feet. | Corresponding temperature. |
|--------------------------------|----------------------------|--------------------------------|----------------------------|
| 30 | 8° 4 Reau. | 400 | 11° 37 Reau. |
| 60 | 8.5 | 450 | 11.37 |
| 100 | 8.8 | 500 | 12.20 |
| 150 | 9.2 | 550 | 12.63 |
| 200 | 9.5 | 600 | 13.05 |
| 250 | 10.0 | 650 | 13.50 |
| 300 | 10.5 | 680 | 13.80 |
| 350 | 10.9 | | |

It thus appears, that the increase of temperature below the depth of one hundred feet from the surface, as far driven as six hundred and eighty feet, is precisely 0° 875 of Reaumur (1° 968 of Fahrenheit) very nearly for every one hundred feet. It will be observed that the increase instead of moving per saltum, as in some other cases, moves with remarkable uniformity. This the experimenters think may be owing to the care which was taken in this case to remove and avoid every source of error.

This experiment appears to be the first attempt to ascertain, with any accuracy, the temperature of the earth at considerable depths among the mountains of Switzerland.

The geological structure of the beds which were bored through on this occasion was as follows:—next to the upper layer of vegetable earth and gravel was a gravelly and blueish clay mingled with soft sandstone (molasse). Below one hundred and twenty feet commenced a succession of beds of marl and soft sandstone, of various thicknesses, which continued without interruption, to the termination of the boring, six hundred and eighty-two feet; at two hundred and twenty-two feet there was a bed of coarse sandstone (molasse grossiere) two feet thick, with rolled pebbles; a remarkable fact considering the depth. A strong fetid sulphureous odour was also observed in the layer of yellow marl mixed with sandstone, at the depth of two hundred and eighty feet, that is, near the level of the lake, and a grain of salt was found in the sandstone at this depth. The sulphureous odour again appeared at six hundred feet without the presence of any sulphureous compound that would account for its origin. Remark: upon the data stated above, at a little over two miles below the surface, water would boil; at about ten miles the earth would be red hot, and probably at the depth of two hundred or three hundred miles it would be in igneous fusion; there is however no certainty that the heat increased in the same ratio to unknown depths, and the phenomena of volcanoes prove that not only the ignition of free fusion approximates, but actually reaches the surface, even in very high mountains.—*Scientific Journal.*

Fall of a Bridge.—A short time ago his Grace the Duke of Buccleuch, erected an iron suspension bridge of 109 ft. span, upon a new principle, over the Scaur, near to the manse of Keir. On Saturday the 22nd ult. it fell with a tremendous crash together with two men, horses, and carts, which were passing over. The men escaped with few slight bruises.

Colliery at Monkwearmouth.—A most gratifying instance of the successful result of an enterprise based upon geological deductions has lately occurred in the north of England, at the Monkwearmouth Colliery. The works in this case were commenced on the line of the magnesian limestone, which, as all who are acquainted with the outlines of English geology are aware, overlies on its eastern edge the great northern coal formation, throughout its whole extent, from the Trent to the Tyne. The coal has never been worked in this situation, and there was nothing on the surface to indicate its existence beneath, as there usually is in coal fields; but assured of its presence by the well-known fact, that the general dip, or downward inclination of the strata, was in this direction, the spirited proprietors (Messrs. Pemberton and Thompson), relying on the infallible order of succession which I have just described, resolved, whatever might be the cost, to reach it. At the depth of three hundred and fifty feet they first found traces of the existence of coal, but many hundred feet of strata were subsequently passed through, and no workable seam of coal discovered. Still convinced, however, of the accuracy of the conclusions which had led them to embark in the undertaking, guided, in fact, by the light of science, they pursued their object with undaunted perseverance, and at the depth of one thousand six hundred feet from the surface, or one thousand five hundred and thirteen feet below the level of the adjacent ocean, a depth far greater than had ever before been reached in sinking for coal, after many years of toil and anxiety, and the outlay of an enormous sum of money, they met with the reward of their efforts in a valuable bed of coal; the identity of this bed having proved the minute order of succession which geology has disclosed.—*Lawrence's Geology in 1835.*

Gold Mines in Virginia.—Messrs. Andres De Rio and John Millington, as a committee from the Geological Society of Pennsylvania, have investigated the Rappahannock gold mines in Virginia, situated on the river about ten miles from Fredericksburgh; the tract is about 230 yards wide by an average length of upwards of 900 yards. "The metalliferous veins consist of hard quartz ore rock between walls of decomposed and talcose slate. A portion of loose red soil, by washing two handfuls of it, gave a considerable quantity of minute granular gold; and similar results were obtained by washings in other places. A principal auriferous quartz vein is from two feet six inches to three feet six inches wide; it stands vertically between walls of talcose slate. The auriferous quartz vein has been exposed to view for 627 feet with a width of 30 inches; and it would appear that this is only a beginning. By a rough process of washing, amalgamation, and evaporation of the mercury, three and a half grains of gold were obtained from four pounds of the ore taken indiscriminately from all parts of the vein; and in another experiment five grains of gold were produced from four pounds of pure milk-white quartz which had no appearance or indication of containing any metal at all."—*Silliman's Journal.*

Quicksilver Mines.—The quicksilver mines of Austria are situated at Idria, a mountainous district on the borders of Carniola, about 25 miles N. by E. of Trieste, and about the same distance west of Laybach, a place rendered celebrated in history by the congress of sovereigns held there in 1821. They are said to have been accidentally discovered about the end of the fifteenth century. Having been found to be a rich ore of mercury, works were immediately begun, and have been constantly in operation since that period, yielding a large annual contribution to the imperial treasury. The chief ore is a bituminous sulphuret of mercury, that is, cinabar mixed with bituminous and earthy matter, and it occurs in veins that traverse a limestone rock. The mines, although 850 feet deep, are easily accessible, and quite dry, so that they are frequently visited by strangers, who suffer little inconvenience except from the fumes of quicksilver, which are disengaged from the ore even in the mine itself, and from the injury of any article of gold that may have been brought in contact with the mercury. In 1803 these mines caught fire, and the conflagration raged to such an extent that they were completely abandoned; which was only subdued by turning a stream into them, and thus completely drowning the works, it being nearly three years before the water could be drained off and the operations resumed. For a long period the greater proportion of the produce was bought by the Spanish government for their South American mines, but that demand has nearly ceased, probably in consequence of the increased supply from their own mines at Almaden. After the mines of Almaden and Idria, the most considerable in Europe are those in the ancient Palatinat, that part of the frontier-country of Germany and France on the left bank of the Rhine, westward of Worms. There are records of their having been worked in the thirteenth century, and they are supposed to have been opened long anterior to that period. They are situated in a hilly country, which forms the northern termination of the range of the Vosges mountains, extending about 30 miles from south to north, from Wolfstein to Kreutznach, and about twenty miles from east to west. The mines are in the coal strata, coal being worked to a considerable extent in the country at different places; and the bituminous schist, which is rich in mercurial ore, frequently contains fossil fishes. These last are found abundantly near Munster Appel, and are described by M. Agassiz, in his great work, now in course of publication, on that curious and important department of geological science—a naturalist from whose labours the most valuable general results regarding the history of the revolutions of our globe in its progress towards its present condition, as disclosed by these organic remains, may confidently be expected. When the successful armies of the French Republic took possession of this territory, a commission of scientific men was sent to inquire into the state of the quicksilver mines, and they reported that their annual produce amounted to about 67,000 lbs. of mercury.—*Pen. Mag.*

American Locomotive Steam Engines.—From an article in the American Railroad Journal, it appears that Mr. M. W. Baldwin, of Philadelphia, alone has constructed within the last 12 months 10 engines, having six others in a state of completion, with contracts on hand for 20 more.

Alarming Intelligence.—M. Graithuzen, the well-known astronomer of Munich, has declared that in the short period of 1,050,000 years from the present time, our globe will be absorbed by the sun, and thus consumed by solar fire.—*Lit. Gaz.*

Depth of Mines.—Kit's pohl copper mine in the Tyrol Feet.
Sampson mine, at Andreasburgh, in the Hartz 2764
Valenciana mine, Guanaxuato, Mexico 2230
Pearce's Shaft, Consolidated Mines, Cornwall 2170
Monkwearmouth Colliery, Durham 1650
Wheal Abraham's mine, Cornwall 1600
Dolcoath mine, Cornwall 1452
Eiton mine, Staffordshire 1410

The deep mines in the Tyrol, the Hartz, and the Andes, above described, are all in high situations; the bottom of the Mexican shafts, for instance, is 6,000 feet higher than the top of the Cornwall shafts. The deepest perforation beneath the level of the sea, consequently the nearest approach to the earth's centre, has been made at the Monkwearmouth colliery above described.
Pearce's Shaft, Cornwall (1338 feet below the level of the sea), was, until lately, the deepest in the world; the superiority of depth, however, must now be ceded to Monkwearmouth, which is 1513 feet below the surface of the German ocean.—*Lawrence's Geology in 1835.*

Burnishing.—Blood-stone is a very hard compact variety of hematite iron ore, which when reduced to a suitable form, fixed into a handle, and well polished, forms the best description of burnisher for producing a high lustre on gilt coat buttons, which is performed in the turning lathe by the Birmingham manufacturer; the gold on China ware is burnished by its means. Burnishers are likewise formed of agate and flint; the former substance is preferred by bookbinders, and the latter for gilding on wood, as picture frames, &c.—*Mech. Mag.*

Bank of England.—Quarterly average of the weekly liabilities and assets of the Bank of England, from June 2, to Aug. 25, 1835, inclusive, published pursuant to the Act 3 and 4 William IV, cap 98.

| Liabilities. | Assets. |
|-------------------|------------------|
| Circulation | Securities |
| Deposits | Ballion |
| | |
| £18,340,000 | £26,964,000 |
| 12,308,000 | 6,326,000 |
| £30,648,000 | £33,290,000 |

Downing-street, Aug. 27.

FROM THE LONDON GAZETTE, Tuesday, Sept. 1.

PARTNERSHIPS DISSOLVED.

J. Plummer and J. Addison, Stock Exchange.—T. Helps, and R. Ray, Cheap-side, Manchester warehouse-men.—W. and E. Cope, Cannock, Staffordshire, mercers.—W. Westrup and J. Norris, Copthall-buildings, accountants.—W. Folkard and John Cobbett, Brighton, coal-merchants.—C. Farr and Son, High-bolton, fringe manufacturers.—T. G. and J. Russell, High-street, Southwark, hop merchants.—Joseph and James Clayton, Bradford, Yorkshire, commission staff merchants.—H. and T. Fairclough, Liverpool, cooper.—J. Prest, J. Leadbitter, and R. W. Hollins, York, chemists and druggists, so far as regards J. Prest.—E. Kingston, and H. A. Crozier, Leamington, Cornwall, surgeons.—T. Adams and J. Nevill, Nottingham, lace manufacturers.—E. Slack and G. Taylor, Manchester, engravers.—H. Lawrence and P. B. Vigors, Newport, Monmouthshire, coal shippers.—J. Malcomson, J. G. Bell, and A. B. Malcomson, Belfast.—A. Angell and R. Baillie, Lincoln's-inn-fields, attorneys.—W. Baynton, J. Baynton, and C. Baynton, Belvedere-place, Southwark-bridge-road, brewers.—J. Tunstall and J. W. Brown, Liverpool, commission agents.—James and John Metcalfe, Basinghall-street, boot and shoe makers.—R. Edmondson and W. Armstrong, Liverpool, butchers.—J. B. Garrett, E. Garrett, T. Ardley, and W. H. Garrett, Penrith, Essex, millers.

BANKRUPTS.

Samuel Evans, George Tavern, Castle-street, Leicester-square, licensed victualler, to surrender Sept. 3, Oct. 13, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Dimmock, Pancras-lane, Cheap-side; official assignee, Mr. Edwards, Pancras-lane.
Hall Kerr, Mulgrave-place, Woolwich, tailor, Sept. 11, Oct. 13, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Fisher, Walbrook, London; official assignee, Mr. Groom, Abchurch-lane.
Elias Jones, Hemel Hempstead, Hertfordshire, saddler, Sept. 10, Oct. 13, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Bailey, Ely-place; official assignee, Mr. Edwards, Pancras-lane.
Thomas Matthews, Bushey, Hertfordshire, carpenter, Sept. 11, Oct. 13, at the Court of Bankruptcy, Basinghall-street. Solicitor, Mr. Turner, Clifford's-inn, Fleet-street; official assignee, Mr. Groom, Abchurch-lane.
William Wakeham, Plymouth, Roman cement manufacturer, Sept. 17, Oct. 13, at the Globe Inn, Plymouth. Solicitors, Mr. Bennett, Plymouth; and Mr. Seale, Aldermanbury.
Andrew Craig, Newcastle-upon-Tyne, cabinet-maker, Sept. 23, Oct. 13, at the Bankruptcy Commission, Newcastle-upon-Tyne. Solicitors, Mr. Gibson, Newcastle-upon-Tyne; and Messrs. Swain, Stevens, and Co., Old Jewry.
Henry Dodd, Ambleside, Westmoreland, innkeeper, Sept. 9, Oct. 13, at the White Hall Rooms, Kendal. Solicitors, Messrs. Wilson and Harrison, Kendal; and Mr. Michael, Red Lion Square.
George William Sawyer, Brighton, builder, Sept. 10, Oct. 13, at the Town Hall, Brighton. Solicitors, Mr. Bennett, Brighton; and Messrs. Day and Bicknell, Lincoln's-inn-fields.
Henry Brittain, Hestle, Kingston-upon-Hull, innkeeper, Sept. 8, Oct. 13, at the Kingston Hotel, Kingston-upon-Hull. Solicitors, Messrs. Holden and Galloway, Hull; and Messrs. Hicks and Morris, Gray's-inn-square.
William Mathews, Staverton, Devonshire, miller, Sept. 11, Oct. 13, at the Star Inn, Exeter. Solicitors, Mr. Michellmore, Totnes; and Messrs. Froude and Edwards, Lincoln's-inn-fields.
John Power and Son, Atherstone, Warwickshire, hat manufacturers, Sept. 14, Oct. 13, at the Three Tuns Inn, Atherstone. Solicitors, Mr. Baxter, Atherstone; and Messrs. Baxter, Lincoln's-inn-fields.
James Taylor, Manchester, brushmaker, Sept. 15, Oct. 13, at the Commissioners' Rooms, Manchester. Solicitors, Mr. Law, Manchester; and Messrs. Adlington, Gregory, Faulkner, and Follett, Bedford-row.

DIVIDENDS.

Sept. 23, J. M. Hall and W. Oswald, Feather's-court, Milk-street, City, Irish linen factors.—Sept. 24, T. and G. Courtney, Old Jewry, clothiers.—Sept. 24, J. Bulman, Great Tower-street, porter merchant.—Sept. 24, H. Higginson, Fishamble-square, merchant.—Sept. 25, J. Lathbury, Burton-upon-Trent, Staffordshire, mercer.—Oct. 30, R. Jukes, Gornall, Staffordshire, currier.—Sept. 28, P. J. Harvey, Bury St. Edmunds, maltster.—Oct. 6, H. Sherrington and G. Cooper, Heapy, Lancashire, whitster.—Oct. 17, N. Thomas, Manchester, cabinet maker.—Sept. 23, B. Musson, Manchester, grocer.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Sept. 22.

J. Barrow and R. W. Vizer, Bristol, merchants.—W. B. Mitchell, Sheffield, merchant.—A. Bazzoni, High Holborn, doll manufacturer.—J. Maynard, Brighthelmston, draper.

Friday, September 4.

PARTNERSHIPS DISSOLVED.

W. Carter and J. Savell, Exeter, maltsters.—H. Robinson and G. Beeby, 23, Denmark-street, St. Giles's, working jewellers.—H. Martin and T. Cheeseman, Portsea, Hants, cement manufacturers.—J. Ellis and A. Mathison, Hanover-square, tellors.—J. Poye and E. Evans, Shepperton-street, New North Road, Islington, carpenters and joiners.—W. Smith and T. Holland, Ashborne, Derbyshire, cheese factors.—B. Griffith and J. Powell, Liverpool, slate merchants.—W. Bainbridge and C. Cooper, Upper Tooting, Surrey, and Wandsworth, in the same County, surgeons, accoucheurs and apothecaries.—S. Winks and S. Winks, junior, Manchester, calico printers and warehousemen.—R. C. Root and R. Peacock, City Oil Mills, Canal Bridge, City Road, Middlesex, patent wax candle makers.—R. Edmonds, R. Hall and P. Freeman, Maddox-street, Hanover-square, tailors.—B. Williams, T. C. Williams, and T. Williams, Reading, Berks, and Henley-on-Thames, Oxford, ironmongers.—R. Cadman and R. Newman, 119, Oxford-street, hosiery, gloves, and tailors.—C. Selwyn, and M. A. Wood, Leabury, Herefordshire, surgeons and apothecaries.—D. Bennett, and E. Legge, Newark, Gloucestershire, tanners.—G. Mills, and H. U. Dyett, Finsbury Circus, London, and Taylor's Dock, Birmingham.—W. Stevens, and G. Webb, Bishopsgate-street-within, London, wine and spirit merchants.—H. H. Davis, and H. Collins, 16, Boho-square, Middlesex, auctioneers and appraisers.

BANKRUPTS.

Thomas Pulvertoft, Wisbeach, St. Peter's, Isle of Ely, Cambridgeshire, gent., to surrender at the Bankruptcy Court, Basinghall-street, Sept. 11, Oct. 16. Solicitors, Messrs. Willis, Watson, Bower, and Willis, 6, Tottenham-yard, Lothbury; official assignee, Mr. Belcher.
John Raven, Suffolk-lane, Cannon-street, London, wholesale grocer, at the Bankruptcy Court, Basinghall-street, Sept. 11, Oct. 16. Solicitors, Messrs. Trumper, Shearman, and Slater, 23, Great Tower-street, London; official assignee, Mr. James Foster Groom, 12, Abchurch-lane.
George Heather, St. Anne's-place, Limehouse, Middlesex, and Edward Argles, 10, Brunswick-terrace, Commercial-road East, fishmongery merchants, at the Bankruptcy Court, Basinghall-street, Sept. 11, Oct. 16. Solicitors, Messrs. Kearsley, Hughes, and Thomas, 144, Lendenhall-street; official assignee, Mr. E. Edwards, 4, Pancras-lane.
Thomas Turberville, City of Worcester, grocer and hop merchant, at the offices of Messrs. Gilham and Son, Foregate-street, in the said City, Sept. 15, Oct. 16. Solicitors, Messrs. Cardale and Hild, Bedford-row, London.

John Ashwin Smith, Bilton, Staffordshire, grocer, at the Lion Hotel, Wolverhampton, Sept. 11, Oct. 16. Solicitors, Philip and Son, 3, Southampton-street, Bloomsbury, London; and Mr. Thomas Moss Phillips, Wolverhampton.
William Hindell, Brayton, Yorkshire, victualler, at the Robin Hood Inn, City of York, Sept. 15, Oct. 16. Solicitors, Mr. William Battle, Selby, Yorkshire; and Mr. Francis Farrar, 9, Clement's-inn, London.

DIVIDENDS.

Sept. 23, J. Leonard, Rugeley, Staffordshire, bookseller and stationer.—Sept. 25, H. W. Rich, Joiners' Hall Buildings, London, wine and spirit merchant.—Sept. 25, W. Cairns, High-street, Whitechapel, sadler and harness maker.—Sept. 26, W. Lockington, Junior, Mark-lane, London, merchant.—Sept. 25, J. Kingsley, Holme, Bedfordshire, sheep jobber.—Sept. 28, J. Pask, Bury St. Edmunds, Suffolk, leather and wheelwright.—Oct. 16, J. W. Hodgson, Wighton, Cambridgeshire, common brewer & maltster.—Sept. 26, W. Horton and A. Horton, Sheffield, button-manufacturers.—Sept. 26, S. Mitchell, Sheffield, merchant and factor.—Sept. 30, J. Todd, Sheffield, printer and bookseller.—Oct. 1, J. Bradbury, Sheffield, cutler.—Sept. 30, J. Reynolds, Manchester, merchant.—Oct. 7, T. Backhouse, Wakefield, planter and glazier.—Nov. 21, J. M. Crossley, Manchester, upholsterer.—Oct. 7, J. Bradlock and S. Barnes, Oldham, machine makers.—Sept. 28, J. Straker, Jarrow Lodge, Durham, ship-builder.—Oct. 2, J. Rowe, Jun., Devonport, tailor.

METEOROLOGICAL JOURNAL, 1835.

Kept at Edmonton, Middlesex, by C. H. ADAMS.

| | Thermometer. | Barometer. |
|-----------------|--------------|----------------|
| Thursday 27 | 49 to 70. | 29.60 to 29.83 |
| Friday 28 | 50 to 70. | 29.91 to 29.99 |
| Saturday 29 | 48 to 72. | 29.99 to 29.97 |
| Sunday 30 | 42 to 79. | 29.98 to 29.98 |
| Monday 31 | 42 to 70. | 30.01 to 29.99 |
| Tuesday Sept. 1 | 46 to 73. | 30.03 to 30.08 |
| Wednesday 2 | 42 to 72. | 30.03 to 30.11 |

Latitude, 51° 37' 32" N. Longitude, 3° 51' W. of Greenwich.
Prevailing winds, N.E. A few drops of rain on the morning of the 27th ultimo, also a shower of rain on the morning of the 29th; otherwise generally clear.

PRICES OF ENGLISH PUBLIC FUNDS.

| | Satur. | Mon. | Tues. | Wed. | Thurs. | Frid. |
|----------------------------------|-----------|-----------|-----------|-----------|-------------|-----------|
| BANK STOCK, 1 per cent. | 215 44 | 215 44 | 215 44 | Shut | Shut | Shut |
| 3 per Cent. Red. Anns. | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 | 91 90 1/2 | Shut |
| 3 per Cent. Consols. | 89 1/2 | 89 1/2 | 89 1/2 | 89 1/2 | 90 1/2 | 90 1/2 |
| 34 per Cent. Anns. | 1818. | ... | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 |
| 3 per Cent. Anns. | 1726. | ... | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 |
| 34 per Cent. Red. Anns. | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 | 100 100 1/2 | Shut |
| New 34 per Cent. Anns. | 98 1/2 | 98 1/2 | 98 1/2 | 98 1/2 | 99 1/2 | 99 1/2 |
| New 5 per Cent. | ... | ... | ... | ... | ... | ... |
| Long Anns. | 1860. | 164 | 164 | 164 | Shut | 164 |
| Anns. for 30 Years | 1830. | 164 | 164 | 164 | Shut | 164 |
| Ditto | 1860. | 164 | 164 | 164 | 164 | 164 |
| Omanium | 24 1/2 | 24 1/2 | 24 1/2 | 24 1/2 | 24 1/2 | 24 1/2 |
| India Stock, 10 1/2 per cent. | 233 1/2 | 233 1/2 | 233 1/2 | 233 1/2 | 234 1/2 | 234 1/2 |
| South Sea Stock, 3 1/2 per cent. | 100 1/2 | 100 1/2 | 100 1/2 | 100 1/2 | 100 1/2 | 100 1/2 |
| Ditto Old Anns. 3 per cent. | 87 1/2 | 87 1/2 | 87 1/2 | 87 1/2 | 87 1/2 | 87 1/2 |
| Ditto New Anns. 3 per cent. | 87 1/2 | 87 1/2 | 87 1/2 | 87 1/2 | 87 1/2 | 87 1/2 |
| 3 per Cent. Anns. | 1751. | ... | ... | ... | ... | ... |
| India Bonds, 2 1/2 per Cent. | 4 6 1/2 | 4 6 1/2 | 4 6 1/2 | 4 6 1/2 | 4 6 1/2 | 4 6 1/2 |
| Eschequer Bills, 1st. £1000. | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 |
| Ditto | £500. | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 |
| Ditto | Small. | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 |
| Ditto | 2d. | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 | 20 22 1/2 |
| 3 per Cent. Cons. for Acc. | 89 1/2 | 90 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 |
| India Stock Om. for Acc. | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 | 2 1/2 |

PRICES OF FOREIGN STOCKS.

| | Sat. | Mon. | Tues. | Wed. | Thurs. | Frid. |
|-------------------------------|-----------|-----------|---------|---------|---------|---------|
| Austrian, 5 per cent. | ... | ... | ... | ... | ... | ... |
| Belgian, 5 per cent. | 100 1/2 | ... | ... | ... | ... | 101 1/2 |
| Brazilian | 80 1/2 | ... | ... | 87 1/2 | 87 1/2 | ... |
| ditto, 1829. | ... | ... | ... | ... | ... | ... |
| Buenos Ayres, 6 per cent. | ... | ... | ... | ... | ... | ... |
| Cuba, 6 per cent. | 93 | ... | ... | ... | ... | ... |
| Chilian, 6 per cent. | 38 9 | 40 | ... | ... | ... | ... |
| Columbian, 6 per cent. | 26 | 25 | ... | ... | ... | 26 1/2 |
| ditto, 1824, do. | 31 30 1/2 | 31 30 1/2 | 30 1/2 | 30 1/2 | 31 1/2 | 31 1/2 |
| Danish, 3 per cent. | 76 1/2 | 76 1/2 | ... | ... | ... | ... |
| Dutch 2 1/2 per cent. | ... | ... | ... | ... | 56 | ... |
| Greek, 5 per cent. | ... | ... | ... | ... | ... | ... |
| ditto 1825, 5 per cent. | ... | ... | ... | ... | ... | ... |
| Mexican, 5 per cent. | ... | ... | ... | ... | ... | ... |
| ditto deferred, do. | 20 | ... | ... | ... | ... | ... |
| ditto, 1825, 6 per cent. | 35 1/2 | 35 1/2 | 35 | 35 1/2 | ... | ... |
| ditto, def. Stock, 6 per c. | ... | ... | ... | ... | ... | ... |
| Neapolitan, 5 per cent. 1824. | ... | ... | ... | ... | ... | ... |
| Peruvian, 6 per cent. | 26 1/2 | 26 1/2 | ... | ... | 27 | ... |
| Portuguese, 5 per cent. | ... | ... | 86 1/2 | 86 1/2 | 87 1/2 | 87 1/2 |
| ditto, New, do. | 86 1/2 | 86 1/2 | 87 1/2 | 87 1/2 | 87 1/2 | 87 1/2 |
| ditto, 3 per cent. | 55 1/2 | 55 1/2 | 56 1/2 | 56 1/2 | 56 1/2 | 56 1/2 |
| Prussian, 4 per cent. | ... | ... | ... | ... | ... | ... |
| Russian, 1822, 5 per cent. | 100 1/2 | ... | 107 1/2 | 107 1/2 | 107 1/2 | ... |
| Spanish, 5 per cent. | 41 40 | 41 40 1/2 | 41 1/2 | 41 2 | 42 1/2 | 42 1/2 |
| do. 1832, 3 per cent. | ... | ... | ... | ... | ... | ... |
| do. 1834, 5 per cent. | 39 8 1/2 | 39 1/2 | 38 1/2 | 39 1/2 | 39 1/2 | 39 1/2 |
| do. scrip, do. | 18 20 1/2 | 19 1/2 | 18 1/2 | 18 1/2 | 18 1/2 | 18 1/2 |
| do. passive. | 104 1/2 | 111 1/2 | 111 1/2 | 111 1/2 | 111 1/2 | 111 1/2 |
| do. deferred | 17 1/2 | 17 1/2 | 17 1/2 | 17 1/2 | 17 1/2 | 17 1/2 |
| Dutch 2 1/2 per cent. | 33 1/2 | 33 1/2 | 34 1/2 | 34 1/2 | 34 1/2 | 34 1/2 |
| do. 5 per cent. | 101 1/2 | 102 1/2 | 102 1/2 | 102 1/2 | 102 1/2 | 102 1/2 |
| Neapolitan, 5 per cent. | ... | ... | ... | ... | ... | ... |
| Spanish, 5 per cent. | ... | ... | ... | ... | ... | ... |

AMERICAN FUNDS.

| | Redeemable. | Amort. | Redeemable. | Amort. |
|-----------------------|-------------|--------|-------------------------|---------|
| New York 6 1837. | 96 105 | ... | Mississippi 6 1841 | 56 |
| .. 1840. | 110 123 | ... | Do. New 6 1861 | 71 |
| .. 1837. | 103 | ... | Alabama .. 5 1852. | 110 |
| .. 1845. | 102 112 | ... | 1863. | 96 1/2 |
| .. 1846 1/2. | ... | ... | Indiana .. 5 1860. | 90 1/2 |
| .. 1850. | ... | ... | Illinois .. 6 1850. | ... |
| Pennsylvania .. 1850. | 110 | ... | New Jersey Can. &c. | 103 |
| .. 1853 1/2. | 110 1/2 | ... | Rds. 5 per Ct. 1864. | 95 |
| .. 1856. | 111 | ... | Cuba Loan 6 | 95 |
| .. 1858. | 102 112 | ... | INCORPORATED BANKS. | ... |
| .. 1860 1/2. | 102 1/2 | 114 | Per Cent. | ... |
| Virginia .. 6 1844. | ... | ... | United States .. 7 1836 | 22 1/2 |
| .. 1845 1/2. | ... | ... | Louisiana State 9 1870 | 25 1/2 |
| Maryland 4 1/2 1847. | ... | ... | B. of Louisiana 8 1870 | 26 1/2 |
| .. 1848. | ... | ... | Bank of Orleans | ... |
| Ohio .. 6 1850. | 111 121 | ... | N. Orleans C. & B. | 107 1/2 |
| .. 1850. | 110 1/2 | ... | City Bank | 112 |
| Louisiana 5 1839 49 | 98 1/2 | ... | N. York Life & Trust 5. | 96 1/2 |
| .. 1843. | ... | ... | Escheage | 94 1/2 |
| .. 1844 50. | 101 1/2 | ... | ... | ... |

PRICES OF SHARES.

CANALS.

| Amount paid. Price. | Amount paid. Price. |
|------------------------------------|----------------------------------|
| Ashton & Oldham... £97 18s. 160 | Manch. Bolton & Bury 48s. 30 |
| Ashby-de-la-Zouch... 113s. 65 | Monmouthshire 100s. 180 |
| Barnsley... 160s. | Montgomeryshire 100s. |
| Basingstoke... 100s. 51 | Melton Mowbray 100s. 190 |
| Brecknock & Abergav... 150s. 85 | Mersey and Irwell 100s. 560 |
| Birmingham & share... £17 10s. 252 | Macclesfield 100s. 56 |
| Do. & Liverpool Junction 100s. | Neath 100s. |
| Bolton and Bury... 250s. | Nene Navigation Bds. 100s. 100 |
| Bridgewater & Taunton 100s. 64 | Oxford 100s. 610 |
| Chelmer & Blackwater 100s. 102 | Oakham 130s. 38 |
| Coventry 100s. | Peak Forest 78s. 106 |
| Cromford 100s. | Portsmouth & Arundel 50s. |
| Croydon... £31 2s. 10d. | Regent's... £33 16s. 8d. 154 |
| Ditto Bonds... 100s. | Rochdale 85s. 141 |
| Dudley... 100s. 74 | Shropshire 125s. 140 |
| Derby... 100s. 120 | Somerset Coal 150s. 163 |
| Edinbro' & Glas. Un. 50s. 84 | Do. Lock Fund... £12 10s. 12 |
| Ditto Allocated... 96s. 60 | Stafford and Worcester 140s. 600 |
| Ellesmere & Chester... 153s. 88 | Shrewsbury 125s. 242 |
| Erewash... 100s. 485 | Stourbridge 145s. 220 |
| Forth and Clyde... £400 16s. 600 | Stratford-on-Avon... £79 8d. 384 |
| Grand Junction... 100s. 232 | Stroudwater 150s. |
| Grand Union... 100s. 24 | Swansea 100s. 206 |
| Grand Surrey... 100s. 25 | Severn & Wye & Railw. 35s. |
| Do. (optional) Loan... 100s. 78 | Thames & Severn; black 100s. |
| Grand Western... 100s. 21 | Ditto, ditto... red... 100s. |
| Glamorgansh. £172 13s. 4d. 280 | Trent & Mersey, fsh. 100s. 625 |
| Gloucester & Berkeley... 100s. 144 | Tavistock, (Mineral)... 100s. |
| Do. (optional) Notes... 60s. | Thames & Medw. £19 5s. 8d. 2 |
| Grantham... 150s. 202 | Ditto, new... 3s. |
| Huddersfield... £57 6s. 6d. 34 | Thames and Isis 100s. |
| Kensington... 100s. 10 | Warwick & Birmingham 100s. 280 |
| Kennet & Avon £39 18s. 10d. 20 | Warwick & Napton... 100s. 218 |
| Lancaster... £47 6s. 8d. | Worce. & Birmingham £78 8s. 86 |
| Leeds and Liverpool... 100s. 527 | Wills and Berks. £16 17s. 8d. 5 |
| Leicester... 140s. 148 | Wyrley & Essington 125s. 75 |
| Leices. & Northamp. £83 10s. 80 | Wye and Arun 110s. 224 |
| Liskeard & Looe Union 25s. 25 | |
| Loughborough... £142 17s. 1520 | |

DOCKS.

| | |
|-------------------------|----------------------------|
| Commercial... 100s. 58 | Folkstone Harbour... 50s. |
| East India... Stock 484 | Ditto Bonds... 72 |
| East Country... 100s. | St. Katherine... Stock 103 |
| London... Stock 54 | Ditto Bonds... 103 |
| Ditto Bonds... 103 | Do. Bonds for 10 years 101 |
| West India... Stock 95 | Shoreham Harbour... 101 |
| Bristol... £147 9s. | Deptford Pier... 1.14 |
| Ditto Notes... 116 | Herne Bay Pier... 50s. |

ROADS.

| | |
|-----------------------------|-------------------------------|
| Archw. & Kent. Town 30s. | Great Dover Street... 70s. 46 |
| Barking... 100s. | Highgate Arch. £30 7s. 104 24 |
| Commercial... 100s. 88 | New North Road... Stock |
| Do. E. L. Dock Branch 100s. | |

BRIDGES.

| | |
|---------------------------------|-------------------------------|
| Hammersmith... 50s. 23 | Waterloo... 100s. 24 |
| Southwark old... £63 2s. 8d. 21 | Ditto old Ann. of £8 60s. 244 |
| Ditto New of 74 p. 50s. 15 | Do. new ditto of £7 40s. 22 |
| Vauxhall... £70 10s. 3d. 224 | Ditto Bonds... 118 |

ASSURANCE COMPANIES.

| | |
|-----------------------------------|-----------------------------------|
| Allianz... 50s. 764 | Insur. Comp. of Scot. 10s. 7 |
| Alliance Brit. & Foreign 10s. 114 | Kent Fire... 50s. 92 |
| Ditto Marine... 5s. 54 | Ditto Life... 79s. |
| Atlas... 5s. 13 | Law Life... 10s. 26 |
| Birmingham Fire... 55s. 105 | Liverp. Marine Assur. 25s. 21 |
| British Fire... 50s. 40 | London Fire... £12 10s. 234 |
| British Commercial... 5s. 6 | London Ship... 12s. 10s. 234 |
| Caledonian Fire... 10s. 13 | North British... 10s. 13 |
| Cher. Med. & Gen. Life £2 10s. 34 | Ocean... 10s. 10 |
| County... 10s. 42 | Palladium Life... 2s. 46s. 6d. |
| Eagle... 5s. 54 | Protector Fire... 2s. 27s. |
| Economic Life... 250s. 315 | Provident Life... 10s. 194 |
| Edinburgh Life... 10s. 14 | Rock Life... 2s. 118 |
| European Life... 20s. 22 | Royal Exc. Stock ex. d. 185s. |
| Ditto new... 2s. 14 | Scottish Union... 1 pd. 21s. |
| Globe... Stock 153 | Sun... 210s. |
| Guardian... 20s. 35 | Union... £20s. |
| Hercules... 10s. 11 | University Life... £3s. |
| Hope... 5s. 64 | United Kingd Life... 2s. 42s. 6d. |
| Imperial Fire... 50s. 118 | Westminster Life... 1000s. |
| Imperial Life... 10s. 94 | West of Scotland... 10s. 9 |
| Indemnity Marine... 8s. 15 | |

JOINT STOCK BANKS.

| | |
|---------------------------------|-----------------------------------|
| Australasia... 30s. 35 | Lancaster... 20s. 30 |
| Bank of Scotland... £83 6s. 202 | Liverpool... 10s. 15 |
| Bank of Birmingham... 10s. 124 | Manch. & Liver. Dis. 10s. |
| Birmingham Bank... 5s. 12 | Manchester... 20s. |
| British Linen Comp 100 pd. 240 | National... 10s. 144 |
| Commercial... 100s. 170 | Nat. Bank of Ireland 10s. |
| Equitable Loan Comp. 9 pd. 10 | National Prov. Eng. 25s. |
| Gloucestershire... 5s. 11 | North. & Cent B. of Eng. 10s. 114 |
| Hampshire... 5s. 9 | Provincial B. of Ireland 25s. 47 |
| Glasgow Union... 50s. 60 | Royal of Scotland... 100s. 170 |
| Hibernian... 25s. | Western of Scotland 30 pd. 30 |
| London & Westminster 15s. 12 | |

GAS LIGHT AND COKE COMPANIES.

| | |
|----------------------------------|--------------------------------|
| Alliance... 1s. | Great Yarmouth... 18s. |
| Bath... 16s. 25 | Greenw. Railway Gas 10s. |
| Bradford... 25s. | Ditto Bonds... £100s. |
| British... 16s. 214 | Imperial... 50s. 434 |
| Ditto Provincial... 19s. 224 | Isleworth... 10s. |
| Birmingham... 50s. 100 | Isle of Thanet... 20s. 20 |
| Birmingham & Staffords... 50s. | Independent... 30s. 50 |
| Brentford... 50s. | Leicester... 50s. |
| Bristol... 20s. 394 | Leith Coal Gas... 20s. 33 |
| Brighton... 20s. 134 | Liverpool... £242 18s. |
| Ditto New... 18s. 114 | Liverp. New Gas & Coke 140s. |
| Brighton General... 20s. 19 | Ditto (New ditto)... 50s. 90 |
| Carlisle... 25s. | Maidstone... £50s. |
| Continent. Consolids... 514s. 95 | Phoenix... 39s. 24 |
| Capetbury... 50s. | Portsea... 50s. 53 |
| Chelmsford... 50s. | Poplar... 50s. |
| Cheltenham... 50s. | Ratcliff... 80s. 69 |
| City of London... 100s. 1924 | Rochdale... 15s. |
| Ditto new... 60s. 115 | South Metropolitan 144s. |
| Coventry... 25s. | Sheffield... £16 5s. |
| Derby... 50s. | Shrewsbury... £10s. |
| Dover... 50s. | Swansea... 50s. |
| Dudley... 20s. | United General... 44s. 354 |
| Edinburgh Coal Gas... 25s. 65 | Warwick... 50s. 50 |
| Edinbro' & Alloa... 14s. | Wakefield... 25s. 224 |
| Exeter... 50s. | Warrington... 20s. |
| Equitable... 40s. 35 | Westminster Chartered 50s. 464 |
| European... £2 10s. | Ditto new... 10s. 84 |
| Glasgow Gas... 20s. 60 | Yarmouth... 18s. 9 |

WATER-WORKS.

| | |
|--------------------------------|---------------------------------|
| Birmingham... £25s. 37 | N. River Lond. B. Ann. 58s. |
| Colchester... 100s. | Manchester & Salford 100s. 47 |
| Cranton Hill... 25s. | Portsea Island 50s. |
| East London... 100s. 132 | Portsmouth & Farlington 50s. |
| Glasgow... 30s. | Ditto new... 50s. |
| Grand Junction £41 13s. 4d. 51 | Vauxhall, late S. Lun. 100s. 85 |
| Edinburgh Joint Stock 25s. 33 | West Middlesex £63 12s. 9d. 78 |
| Kent... 100s. 47 | York Building... 100s. 34 |
| Liverpool Rother 220s. 300 | |

IRON RAILWAYS.

| Amount paid. Price. | Amount paid. Price. |
|-----------------------------------|-------------------------------|
| Bolton and Leigh... £103s. | Leices. & Swanton... 50s. 51 |
| Ditto & Shares... 25s. 20 | Liverpool & Manch... 100s. |
| Canterbury & Whitstable 50s. | Ditto & Shares... 25s. |
| Cheltenham... 100s. 78 | New Ditto... 25s. |
| Clarence... 100s. 45 | London & Greenw... 16s. 174 |
| Cromford & Peak Forest 100s. | Ditto ditto... 20s. 174 |
| Croydon... 20s. | London and Birming... 35s. 62 |
| Durham Junction... 10s. 10pm | London and Southamp... 10s. |
| Edinbro' & Dalkeith Rail. 50s. 75 | Manchester & Oldham 3s. |
| Forest of Dean... 50s. 27 | Monmouth... 50s. |
| Grand Junction... 30s. 554 | Preston and Wigan... 20s. 2 |
| Hartlepool... 100s. 30 | Preston and Wyr... 1s. |
| St. Helen's & Runc. Gap 100s. 30 | Stanhope and Tyne... 100s. |
| Kenyon & Leigh June 100s. 110 | Stockton & Darlington 100s. |
| Leeds and Selby... 100s. 100 | Warrington & Newton 100s. |
| | Wigan Branch... 100s. 90 |

MINES.

| | |
|-----------------------------------|----------------------------------|
| Albion Copper... 24s. | Mexican Company... 514s. |
| Alten... 104s. | Mining Com. of Ireland 6s. |
| Anglo Mex. iss. £5. pm. 100s. 54 | New S. Hooe... 1s. |
| Ditto Subscription... 25s. | North Cornw. Silver... 1s. |
| Anglo Mexican Mint... 10s. 84 | Perran Consols... 8s. |
| Bisso Bridge... 150s. 1174 | North Consolidated... 12s. |
| Bolano... 150s. 1174 | Ditto Subscription... 1s. |
| Brazil Imp. iss. £5. pm. 20s. 324 | Polbreen... 1s. |
| British Tin... 1s. | Real del Monte, Regist. £63.10s. |
| Macabias & Coes Uni. 20s. | Ditto Unregistered... 150s. |
| Ditto St. John D'el Rey 104s. 54 | Ditto Loan Notes... 150s. |
| Cata Branca... 6s. 54 | Redmoor Consolidated... 2s. 4 |
| Candonga... 7s. 64 | Rio de Anori... 1s. 5 |
| Bolivar Copper... 20s. | Roche Rock... 1s. |
| Ditto Scrip... 3s. 24 | South Wheal Leisure... 35s. |
| British Iron... 60s. | Tavistock... 20s. |
| British Copper... 34s. | United Mex. iss. 2 pm. 40s. |
| Columbian, iss. £5. pm. 54s. | Ditto Scrip... 54s. |
| Ditto New... 7s. | Ditto Subscription... 2s. |
| Copapo... 1s. | Ditto New Scrip... 5s. |
| East Cornwall Silver... 1s. | Union Gold, iss. £2.5s. pm. 64s. |
| E. Wheal Strawberry... 1s. | West Cork... 35s. |
| English... 124s. | Wheal Brothers... 20s. |
| General Min. Associat. 15s. | |
| Hibernian... 10s. | |
| Hayle Consols... 1s. 2 | |

LITERARY INSTITUTIONS.

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|--------------------------------|-----------------------------|
| Adelaide Gal. of Science 50s. | Russell... 25s. 8 |
| Lon. with Bronze Tick. 75s. 20 | King's College... 100s. 444 |
| London University... 100s. 27 | |

MISCELLANEOUS.

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|----------------------------------|--------------------------------------|
| Australian Agricultural 264s. | Edin. & Leith Glass 10s. 6 |
| Auction Mart... 50s. | Essex Marine Salt... 6s. |
| Brit. Rock & Patent Salt 35s. | General Steam Naviga... 13s. 21 |
| British Annuity... 50s. | Hudson's Bay Stock 250 ex. d. 10 |
| Brit. Amer. Land Comp. 8s. 54 | Lon. Com. Sale Rooms 75s. 18 |
| Canada Company... 20s. 34 | New Corn Exchange... 9s. |
| Upper Canada Loan... 104s. | New Brunswick (Land) 9s. |
| Carron Iron Company... 250s. 450 | Pat. Purifyg Sea Wat. 2s. |
| City Bonds, 4 per cent... 103 | Rio Doce... 25s. 2 |
| Central America (Land) 20s. 8 | Reversi. Interest Society 100s. 1304 |
| Dev. Gar. Theatre, Rent 500s. | Ditto New... 50s. 75 |
| Drury Lane ditto... 500s. | Shotts Iron Foundry... 38s. 184 |
| Ditto Proprietors 100s. | Thames Tunnel... 50s. |
| Deptford Pier... 1s. | Van Dieman's Land... 164s. 8 |

HIGH WATER AT LONDON BRIDGE, from SEPT. 5 to 12.

| | Sat. | Sun. | Mon. | Tues. | Wed. | Thur. | Frid. |
|------------------|------|------|------|-------|------|-------|-------|
| Morning... 0 35 | 1 30 | 2 14 | 3 26 | 3 57 | 4 26 | 4 54 | |
| Afternoon... 1 4 | 1 53 | 2 55 | 3 43 | 4 12 | 4 40 | 5 8 | |

SMITHFIELD, FRIDAY, SEPT. 4.

The supply generally this morning, although not particularly large, exceeds the demand, the attendance of buyers being very limited. It is therefore with difficulty that Monday's figures are obtained for anything, whether of the best or inferior quality.—For Beef 4s. is the very top price, as is 4s. 6d. for Veal—Mutton and Lamb are also both quoted at their outside value.

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|-----------------------------------|---------------------------------|
| Beef... 2s. 6d. 3s. 2d. 4s. 0d. | Veal... 0s. 0d. 3s. 2d. 4s. 6d. |
| Mutton... 0s. 0d. 3s. 0d. 4s. 0d. | Pork... 4s. 4d. 0s. 0d. 0s. 0d. |
| Lamb... 4s. 0d. 5s. 0d. | |

Head of Cattle this day.
Beasts, 512; Sheep, 10,130; Calves, 330; Pigs, 355.
Head of Cattle on Monday.
Beasts, 2,849; Sheep, 25,200; Calves, 205; Pigs, 340.

NEWGATE and LEADENHALL.—By the Carcase.
Beef... 2s. 6d. 3s. 0d. 3s. 4d. Veal... 2s. 8d. 3s. 4d. 4s. 4d.
Mutton... 2s. 8d. 3s. 0d. 3s. 6d. Pork... 2s. 8d. 3s. 8d. 4s. 8d.
Lamb... 3s. 8d. 4s. 8d. 0s. 0d.

PRICE OF TALLOW, SOAP, &c. per 112lb.
Town Tallow, 45s. 0d.; Yellow Russia, 45s. 0d.; White... 0s. 0d.; Soap ditto... 0s. 0d.; Melting Stuff, 28s. 0d.; Ditto Rough, 18s. 0d.; Yellow Soap, 3s.; Mottled, 0s.; Curd, 0s.; Graves, 14s. 0d.; Good Dregs, 6s. 0d.

PRICE OF CANDLES.
The price of good Store Candles, in the retail shops, is as follows:—Candles, per dozen, 6s. 6d.; Inferior, 0s.—Moulds, 8s. 0d. Sixpence per dozen discount for cash.

PRICE OF RAW FAT, per stone of 14lb.
Price of Tallow (as stated by Tallow Melters), 4s. 3d.

PRICES OF HAY AND STRAW, SEPT. 3.
SMITHFIELD.—Hay, 75s. 0d. 95s. 0d.; Inferior, —s.—d.; Clover, 80s. 115s.; Inferior, —s.—d.; Straw, 38s. 45s.
WHITECHAPEL.—Clover, 100s. 110s.; second cut, —s.—d.; new ditto, 80s. 100s.; Hay, 95s. 100s.; New ditto, 70s. 84s.; Wheat Straw, 38s. 46s.

REGENCY PARK.—Fine Upland Meadow and Ryegrass Hay, 90s. 100s.; Inferior ditto, 72s. 80s.; Superior Clover, 100s. 105s.; Inferior ditto, 80s. 92s.; Straw, 38s. 44s. per load of 36 trusses.

PORTMAN MARKET.—Coarse heavy Lowland Hay, 60s. 70s.; New Meadow Hay, 63s. 74s.; Old ditto, 85s. 98s.; useful ditto, 80s. 90s.; New Clover ditto, 65s. 80s.; Old ditto, 90s. 108s.; Wheat Straw, 38s. 43s. at per load of 36 trusses.

NEW HUNGERFORD MARKET.—Meadow Hay, 70s. to 84s.; Old ditto, 90s. to 100s.; Clover, 80s. to 105s.; Straw, 38s. to 42s. at per load of 36 trusses.

COAL MARKET, SEPT. 3.
Hettons, 21s. 3d.; Lambton, 21s. 3d.; Tees, 20s. 6d.; Northumberland, 18s. 9d.; Pontop, 17s. 9d. per ton.

PRICES OF TIMBER PER LOAD.
Quebec Oak, 52. 10s. 0d. to 62. 0s. 0d.; Pine Red, 42. 12s. 6d. to 44. 15s.; Riga Fir, 54. 10s. 0d.; Dantzic and Memel, 54. 2s. 6d. to 54. 7s. 6d.

WOOL, per lb.
Blanket, 11d. to 15d.—Combing, 14d. to 22d.—Flannel, 14d. to 18d.—FLEECE WOOL.—N. and S. Down Hoggets, 1s. 8d. to 1s. 10d.—Half-bred, 1s. 8d. to 1s. 10d.—Kent, 1s. 7d. to 1s. 8d.—The Long Wool of Lincoln, Leicester, Warwick, from the grower, 1s. 4d. to 1s. 6d.—FOREIGN WOOLS.—Germany, Electoral, 4s. 6d. to 5s. 9d.—Lower Qualities, 2s. 2d. to 2s. 6d.—Australian, best, 2s. 3d. to 4s. 0d.—Inferior, 0s. 10d. to 1s. 6d.—Van Dieman's Land, clean, 2s. 0d. to 2s. 3d.—Trade brisks.

PRICES OF HOPS (per cwt.), SEPT. 4.
Although about 900 pockets of new Hops have arrived at market, the sales have not yet been large enough to enable us to form a correct currency of the different sorts. The best samples have sold from 70s. to 100s. per cwt.; the low and mouldy from 25s. to 60s.; Yearling Pockets, 60s. to 70s.; Choice, 80s. The duty rated at 230,000.

SALES OF COPPER ORES AT REDRUTH,

September 3, 1835.

Consolidated Mines, 866 tons for £5418. 7s. 6d., viz.
119 tons at £5 18 6 | 75 tons at £5 5 0 | 62 tons at £7 15 0
107 7 7 6 | 72 8 4 0 | 61 7 2 0
103 5 14 0 | 70 6 3 3 | 51 3 11 0
82 4 14 0 | 64 3 14 0

North Roskear, 855 tons for £5045 19s. 6d., viz.
104 tons at £6 1 6 | 73 tons at £5 17 0 | 69 tons at £3 16 6
101 5 7 0 | 72 2 15 0 | 57 7 8 0
81 10 0 6 | 71 5 8 0 | 54 7 15 6
77 7 0 6 | 70 5 3 6 | 26 4 2 0

South Roskear, 450 tons for £2652 6s. 0d.
102 tons at £5 16 6 | 68 tons at £3 5 0 | 41 tons at £3 7 0
96 6 10 6 | 57 5 0 0

Wheal Chance, 86 tons £421 8s.
Dolcoath, 311 tons for £2625 6s. 0d. viz.
69 tons at £3 19 6 | 67 tons at £3 16 0 | 53 £2 15 0
68 8 11 0 | 54 6 3 6

East Wheal Crofty, 285 tons for £1924 9s. 6d. viz.
101 tons at £7 10 6 | 67 tons at £6 16 6 | 59 tons at £5 12 6
49 tons at £7 0 6

South Wheal Basset, 178 tons for £1135 3s. 6d. viz.
71 tons at £5 18 0 | 62 tons at £7 15 0 | 45 tons at £5 4 0
United Hills, 175 tons, at £1135 3s. 6d. viz.
75 tons at £5 8 6 | 55 tons at £3 5 6 | 45 tons at £9 5 0

Wheal Strawberry, 162 tons for £1003 5s. 0d.
88 tons at £3 17 6 | 74 tons at £6 0s. d.
Fowey Consols, 110 tons for £785 0s. 0d.
Lanescot 90 tons, for £632 10s. 0d.

South Towan, 50 tons for £456 15s. 6d.
Wheal Sparrow, 11 tons for £303 15s. 0d.
Average Standard, £108. 13s.—Average Produce, £8.—Average Price, £5 19s.—Quantity of Ore, 3543 twenty-one cwt.—Quantity of fine Copper, 286 tons 1 cwt.—Total amount, £21,349 9s.—Average Standard of last Sale, £103 14s.—Average Produce, 94.

Copper Ore for Sale next Thursday, at Andrew's Hotel, Redruth.
Mines and Parcels.

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| Wheal Jewel tons 531 | Wheal Busy tons 220 | Wh. Trenwith tons 78 |
| Carnbrea Mines 516 | Levant 155 | West Tolgus... 78 |